

CasualtyWeek

May 25 2007

Erika master Mathur to sue Rina

Tanker captain to seek €500,000 damages claiming that his life was put in danger, writes Andrew Spurrier in Paris

CAPTAIN Karun Mathur, former master of the Erika, has sprung a new surprise at the Erika trial in Paris by announcing that he intends to sue Italian classification society Rina on the grounds that it put his life in danger.

The 42-year-old mariner, who created a first surprise by failing to attend the trial at which he is one of 15 defendants, has now signalled through his lawyers that he intends to join the 100 or so civil claimants who are presenting damages claims.

Capt Mathur, who himself faces charges of endangering life and causing marine pollution, is to seek €500,000 damages from Rina, and his lawyers have said that he is also considering claims against the Erika's owner, Giuseppe Savarese, and its technical manager, Antonio Pollara.

His decision to sue Rina comes after claims from the classification society and witnesses it called recently that he contributed to the loss of the Erika by mishandling the vessel after it got into difficulty.

They argued that he failed to gather full information about the causes of the list the vessel took on on December 11 1999, the day before it sank.

They said that his decision to correct the list by redistributing the vessel's ballast increased the strain on its structure, as did his decision to head for the River Loire oil port of Donges instead of taking shelter off the nearer port of Brest.

Several witnesses indicated that they considered that the Erika would not have broken in two if Capt Mathur had taken steps to avoid additional strain being placed on its damaged structure.

His lawyer Michel Quimbert said, however, that Capt Mathur was bitter about these accusations.

He considered himself innocent of causing the vessel's loss and took the view that the vessel's structural collapse was the result of poor repair work.

"Mr Mathur carried out his job with a great deal of competence," he claimed.

Capt Mathur is one of 11 individual defendants at the Erika trial, which also counts four corporate defendants — Rina and three companies belonging to the Total oil group.

Lawyers representing civil claimants, principally local authorities and organisations and the French state, are currently presenting their pleas, which will be followed in early June by the closing speech for the prosecution and the pleas of defence lawyers.

The trial, which began on February 12, is due to end on June 13 and the court's judgement is currently expected late this year or early next.

LPG valve 'came off in surveyor's hands'

By David Osler

A MAJOR gas tanker leak outside Britain's largest oil refinery was caused by a jammed emergency shutdown valve and unorthodox use of a drain point for sampling, according to an official investigation.

The port of Southampton — one of the biggest in Britain — had to be closed overnight, because of fears that 66 tonnes of escaped liquified propane could ignite.

One minor injury result resulted from the incident, which took place at Fawley Marine Terminal on October 17 last year.

Now the Marine Accident Investigation Branch has published its report on what happened on Ennerdale, an LPG ship of 4,285 dwt and built in 1997, managed at the time by ICSM.

The report states that during loading operations, a cargo surveyor came on board.

After surveying tank No 1, he prepared to fit his equipment to the sampling point of tank No 2. But the sampling valve assembly came off in his hand. The chief officer saw and heard a leak and activated the emergency shut down (ESD) valves.

Yet although the valve appeared to be shut, a small burr left it jammed open, resulting in a substantial leak that could not be stopped.

Ultimately, it was decided to hot tap the cargo pipework and inject a sealing compound.

MAIB notes: "The assembly used for gas sampling was designed as a drain point for the cargo pipework system, but had come to be used for cargo sampling when the original arrangement provided for this was deemed unsuitable."

Yet relevant regulations — particularly the 1993 International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk — do not provide a unified standard for sampling.

Meanwhile, guidelines published by the Society of International Gas Tanker and Terminal Operators in 1989 "appear to have been overlooked".

Moreover, "industry inspections" of Ennerdale had not raised concerns over the sampling arrangement. The vessel is classified by ClassNK.

The report goes on: "There were no records of when the faulty ESD valve was last inspected, tested or overhauled."

Lloyd's Marine Intelligence Unit

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

Vessel	Type	Flag	Class	GT	DWT	Bit	Casualty
<i>ATLANTIC ERIE</i>	bulker	CAN	LR	24,300	38,200	1985	Reported striking an unknown underwater obstruction in lat 41 44N, long 87 30W, May 6. Ingress of water into forepeak. Temporary repairs were carried out and it cleared to transit Port Colbourne.
<i>BUTUAN BAY 1</i>	ro-ro	PHL	—	7,320	3,376	1989	Explosion in its engine-room on departure from Cebu May 15. Three injured. Towed back to port.
<i>EMPRESS OF THE NORTH</i>	passenger ro-ro	USA	ABS	5,975	—	2003	Grounded in lat 58 09.6N, long 135 04.3W, May 14. Hull has been breached and there is water between hulls. Passengers transferred to another ferry. Vessel proceeding under own power to Juneau. Arrived same day.
<i>GAS SHANGHAI</i>	lpg	MHL	ABS	3,505	3,300	1999	In collision with <i>Hoang Dat-36</i> near the mouth of Saigon River May 15. One person dead and seven missing. Ruptured hull. Vessel held by Vietnamese authorities. Safely anchored in the river.
<i>GOLDEN ROSE</i>	general	KOR	—	3,849	6,452	1982	Sank after collision with <i>Jin Sheng</i> 38 nautical miles south-east of Dalian May 12. Sixteen crew members missing.
<i>HOANG DAT-36</i>	general	VNM	—	1,110	2,177	2002	In collision with <i>Gas Shanghai</i> near the mouth of Saigon River May 15.
<i>HONG REN</i>	lpg	CHN	CS	2,420	1,792	2001	Grounded off Shantou May 7. All 14 crew rescued. Still aground 15 May and refloating efforts underway. Refloating will be finished in two days.
<i>JIN SHENG</i>	container	VCT	CS	4,822	6,816	1996	In collision with <i>Golden Rose</i> 38 nautical miles south-east of Dalian May 12. Proceeded back to China and notified authorities of the collision. Arrived Dalian May 12 with bulbous bow twisted.
<i>MARTA SATU</i>	general	IDN	—	4,225	7,252	1976	Grounded and capsized near Sekala Isle, East Java, May 4 following engine breakdown. Crew rescued & taken to Kangean Harbour.
<i>MINERVA CONCERT</i>	crude	GRC	ABS	56,477	105,817	2003	Grounded at Hatter Barn in lat 55 53.75N, long 10 56.25E, May 14. Still aground May 16. Vessel to be lightened. One ballast tank is damaged. LOF 2000 signed with SMIT Salvage.
<i>PADOVA</i>	refrig	PAN	BV	7,983	8,471	1983	Had fire in auxiliary engine-room off Singapore May 10. One crew member seriously injured and evacuated by helicopter. Australian Navy team assisted and confirmed fire extinguished. Tug on scene but crew attempting to repair.
<i>TAHOMA REEFER</i>	refrig	VCT	RS	3,684	4,392	1980	Had engine problems off Liberia's coast and docked at Monrovia for repairs where it was boarded by pirates May 12-13. Vessel stolen and towed in the direction of the Ivory Coast.
<i>WILSON EXPRESS</i>	refrig	NIS	LR	6,182	4,200	1983	Towed into Vanylvs gapet after it sustained machinery damage in lat 62 12N, long 05 04E, May 15 and was in danger of grounding. In port at Aalesund May 16.

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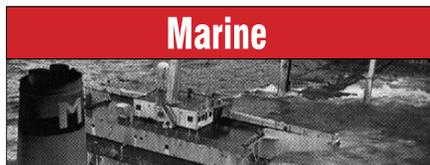
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The following reports are reprinted from Lloyd's List



ACCORD (Philippines)

Manila, May 16 — Efforts to refloat general cargo *Accord* have started after permission was granted by the owner and insurer of its cargo of rice. The grounded vessel has about 50,000 sacks of rice on board owned by state agency, National Food Authority (NFA). This is insured by the state insurance agency, Government Service and Insurance System (GSIS). The NFA and GSIS recently agreed that the rice can no longer be salvaged and have given *Accord's* owner permission to dispose of it. The rice, which has been underwater since the vessel ran aground in January, has liquefied and is now being pumped out. Officials of Matsya Shipping, owner of the vessel, said that once the water and rice have been pumped out, several holes in the vessel's hull would be patched. A sister vessel would then tow *Accord* to a yet unnamed shipyard for repairs. — Correspondent.

AL FAHAD (Saudi Arabia)

Jeddah, May 12— Passenger ro/ro *Al Fahad*, lying aground in semi-sunken condition since July 2004, is still at the same position, south of Jeddah. — Lloyd's Agents.

AL-SHOROUK (Jordan)

London, May 16 — A press report, dated May 15, states: Landing craft *Al-Shorouk* (510 gt, built 1967), grounded on the northern shores of Aqaba for over two months, has drawn anger from environmentalists, who are demanding that authorities remove it immediately to prevent a potential ecological disaster. The vessel was swept ashore by strong winds on Mar 6. After several failed attempts to tow the vessel back out to sea, the owner, a Jordanian, sold it to local scrap merchants. More than two months later, however, the vessel remains grounded with no immediate sign of a breakthrough. A source from the Aqaba Special Economic Zone Authority (ASEZA) said that plans to dismantle the vessel were rejected by the authority. "The new owners of the vessel requested for it to be dismantled but that request was denied," said the source. An initial investigation by ASEZA determined that the vessel had no structural damage or oil leaks and should therefore be towed back out to sea. Environmentalists argue that, if this is true, the relevant authorities should have acted by now to prevent a possible environmental hazard. "This vessel has been sitting there for over two months and aside from being an eyesore for this tourist area, presents a potentially destructive environmental threat to the marine life here," said Executive Director of the Royal Marine Conservation Society (JREDS) Fadi Sharaiha. "We call upon the concerned

authorities to have the vessel removed from the shore immediately and if it is damaged, fix it and then pull it back out to sea." The Director General of the Jordan Maritime Authority (JMA), Mutasem Saket, confirmed that the Aqaba Port Corporation (APC) had attempted to tow the vessel out the day after it was grounded but failed. According to Articles 12 and 13 of the Maritime Disasters Law (1961), the owner of a capsized or grounded vessel is obliged to tow it out to sea within a month of the accident. "We were unable to pull the vessel out the first time as it was grounded in the mud. Weather conditions hampered our efforts further with winds of up to 30 knots," said APC Director General Awad Maaytah. "We tried again the following day but were ordered to halt the operation by the owner who decided to sell the vessel," he added. However, Maaytah said there remained a big question mark over why this sale went ahead given that the damage evaluation was not completed. Under the Maritime Disasters Law, an owner of such a vessel can only sell if it is found to be unseaworthy. According to Saket, the court appointed two experts without consulting the JMA. The experts declared the vessel unseaworthy, directly contradicting ASEZA's own findings. "The court appointed experts were not qualified to make such a judgment as their JMA licences were restricted to inspecting damaged cargo only," said Saket. Not satisfied with the slow pace of developments, Sharaiha said JREDS is now challenging for the right to conduct their own study, or one in partnership with ASEZA's environmental department. "Allowing this vessel to stay there for so long poses a threat, and any possibility that it may be dismantled on shore merely compounds that threat and will end up turning this rare-ecosystem into nothing more than a scrapyards."

Amman, May 16 — Landing craft *Al-Shorouk*, IMO number 8954465, remains aground at the northern shores of Aqaba due to a storm that shifted it from the western shores. — Lloyd's Agents.

ALIANCA CORDILLERA (Cyprus)

London, May 16 — According to Lloyd's MIU AIS Container Carrier *Alianca Cordillera* was still moored at Buenos Aires at 1655, UTC, today.

ARCTIC SUN NO.1

Freeport, Bahamas, May 14 — Barge *Arctic Sun No.1*, which capsized off Freeport in August 2004 and its tug *Arctic Circle*, have both now departed from Freeport. Date of departure unknown. — Lloyd's Agents.

ASPOE (Cyprus)

Kiel, May 14 — General cargo *Aspoe* (3183 gt, built 2005) ran aground off Norrsundet, Sweden, on May 11. The vessel was under way from Randers and bound for Norrsundet. The vessel was refloated by shifting the ballast water within its bottom tanks. The vessel entered the port of Norrsundet

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and was surveyed there. — Correspondent. (Note — According to Lloyd's MIU AIS *Aspoe* was reported at Gdynia at 0819, UTC, May 14.)

ATLANTIC ERIE (Canada)

London, May 14 — Bulker *Atlantic Erie* (24300 gt, built 1985) reported striking an unknown underwater obstruction in lat 41 44N, long 87 30W, while inbound the Calumet River, Illinois, at 2213, UTC, May 6, resulting in ingress of water into forepeak. Temporary repairs were carried out and the vessel was cleared to transit to Port Colbourne.

ATTAHADDI (Libya)

London, May 15 — Liquid petroleum gas carrier *Attahaddi* arrived Split May 13.

AVANTIS IV (Greece)

Piraeus, May 11 — General cargo *Avantis IV* has commenced repairs. According to the local ship agent, the vessel will be towed to Piraeus or Eleusis within the next week. It is estimated that the repairs will be completed within the next month. — Lloyd's Agents.

BADGER (U.S.A.)

Troy, Michigan, May 15 — Passenger ro/ro *Badger* (4244 gt, built 1953) did not cross Lake Michigan Tuesday (May 15) due to a mechanical problem with one of the engines. Magee Johnson, Lake Michigan Carferry spokesperson, said one of the boiler valves malfunctioned. She said repairs will be completed today and the *Badger* will resume its normal sailing schedule on Wednesday. Johnson stated in a news release that this is the only sailing missed for mechanical reasons in the last five years. — Great Lakes and Seaway Shipping News.

BAGOTVILLE (Canada)

See *Idus Atwell*.

BAHIA BLANCA (Panama)

London, May 11 — Understood bulker *Bahia Blanca*, which grounded in the River Orinoco on Apr 11, was refloated at 0600, Apr 22. According to Lloyd's MIU AIS, the vessel was located 50.8 nautical miles from Lowestoft, in lat 52 07 56.4N, long 02 31 39E, at 1322, UTC, May 9, course 007 deg, speed 11.8 knots, bound Immingham.

BOW SANTOS (Panama)

London, May 11 — Following received from Coast Guard New Orleans, timed 1335, UTC: Chemical tanker *Bow Santos* remains under detention.

London, May 15 — According to Lloyd's MIU AIS, chemical tanker *Bow Santos* was located stationary 4.1 nautical miles from Houston, in lat 29 43 33.06N, long 95 16 11.82W, at 0953, UTC, today.

BUTUAN BAY 1 (Philippines)

London, May 15 — A press report, dated today, states: Three people were injured after an explosion occurred on Roll On Roll Off *Butuan Bay 1* (7320 gt, built 1989) bound for Butuan City from

Cebu City this evening, ABS-CBN Regional Network Group reported. Authorities have yet to identify the victims who are mostly crew members of the vessel. The report said that the blast took place as *Butuan Bay 1* of the Carlos Gothong Shipping Lines left Pier 7 in Cebu at 1900 hrs. City police and members of the Emergency Rescue Unit Foundation assisted in bringing the victims to hospital. One of the 513 passengers of the ferry told ABS-CBN that those on the vessel heard the explosion a few minutes after leaving port. The blast originated from the vessel's engine-room. A power outage also took place after the blast. Petty Officer Virgilio Turion said that the vessel's officials will investigate the explosion.

Manila, May 16 — Latest information from the Philippine Coast Guard indicates that two persons were killed and 11 injured when an explosion ripped through the engine-room of Roll On Roll Off *Butuan Bay 1* while it was leaving Cebu port at around 1800 yesterday. The two fatalities, who were identified as crew members, were found near the engine-room by Coast Guard personnel assisting the vessel. Five passengers and six other crew members were also injured. They suffered minor burns and were brought to a hospital in Cebu city, after a tug towed the ship back to the port. The five passengers suffered burns when debris from the engine-room explosion burst through the smokestack and showered the deck with flaming fragments. *Butuan Bay 1* left Pier No.7, Cebu, at around 1700 hrs bound for Ozamis City via Iligan City. The Coast Guard is set to start a formal investigation today. — Correspondent.

London, May 16 — A press report, dated today, states: At least 14 passengers and crew members were hurt when the engine-room of Roll On Roll Off *Butuan Bay 1*, bound for Ozamis City, reportedly exploded around 2000 last night in Mactan Channel. Passenger Boy Surigao, interviewed over radio dyAB, said they heard a loud explosion coming from the back portion of the vessel about 15 minutes after they left Pier 4. Surigao, who was travelling with his wife Nimfa, said the lights went out after the blast. Lindy Terriba, a Lubas volunteer of the Waterfront Police Station, who was also a passenger of the vessel, said he heard an explosion coming from the back portion of the boat. "But the ship did not catch fire. There were flames but the crew was able to put them out right away," Terriba told radio dyMF Bombo Radyo. He was among those who helped rescue the victims after the ship captain called for a ferry owned by the Gothongs to transport the injured to Pier 7 in Mandaue City. Five of the victims were taken to the Cebu City Medical Center (CCMC), while the rest were taken to private hospitals in Cebu City. According to a dyAB report, Aissa Depamante, 17, and Wencel Claro suffered major burns in their arms. Julito Malinao, 20, also suffered burns on his back. The three are in CCMC.

Manila, May 16 — reported that Roll On Roll Off *Butuan Bay 1*, owned by Carlos A. Gothong Lines, and carrying about 500 passengers, bound for Ozamis City, had an explosion last night as it left the Cebu City port. She had just left Pier 4 when the blast occurred reportedly at the engine-room at around 1930 hrs. A few passengers and crew suffered minor injuries but no one was reported in serious condition. — Lloyd's Agents.

Manila, May 16 — The Philippine National Police have taken over the investigation of the Roll On Roll Off *Butuan Bay 1* disaster amidst fears that the maritime incident which killed three persons and injured 14 was an act of terrorism. Police scene of the crime investigators are now on board *Butuan Bay 1*, which is docked at Pier No. 7 of Cebu Port, combing the vessel for clues to the cause the explosion. *Butuan Bay 1* was pulling out of Cebu Harbour in the early evening of Tuesday when an explosion ripped through its engine-room killing the 2nd engineer and two apprentice seamen. Normally, the Philippine Coast Guard and the Maritime Industry Authority are the two government agencies tasked with investigating marine accidents in the country. Given the nature of the mishap, however, the national police has been called in to determine the cause of the explosion. Philippine authorities are not taking the incident lightly as it has only been two years since a bomb planted on board the domestic passenger ferry *Superferry 14* by Abu Sayaff terrorists killed 116 passengers and crew. — Correspondent.

Manila, May 17 — Roll On Roll Off *Butuan Bay 1*: Three crew members were killed and 11 others injured during the incident. The Cebu City Police force are still conducting investigations into what might have caused the engine-room explosion and likewise the extent of damages the vessel sustained. — Lloyd's Agents.

Manila, May 17 — The owner and operator of the ill-fated Roll On Roll Off *Butuan Bay 1* has denied that the explosion which killed three persons and injured 14 was an act of terrorism. Carlos A. Gothong Shipping Lines spokesman and legal counsel Atty. Francisco Mijares said that based on the finding of the Philippine National Police "there were no traces of explosives found on the ship". Investigations will now focus on whether there was failure in safety procedures or in the ship's equipment as the cause of the explosion. Following the police's findings, the Maritime Industry Authority (MARINA), the maritime regulatory agency for the domestic shipping industry, dispatched an inspection team to look into the incident. At the same time the MARINA has issued a Special Order calling for a safety inspection of the entire Carlos A. Gothong Shipping Line fleet prior to the vessel's departure. The MARINA said that a fleet inspection was required because of two consecutive accidents involving Gothong vessels. — Lloyd's Agents.

CANADIAN PROVIDER (Canada)

London, May 11 — Bulker *Canadian Provider* (17873 gt, built 1963) reported engine problems 35 nautical miles south-west of Port Cartier, Quebec, in lat 50 01.45N, long 66 47.05W at 0410, local time, May 11. Tugs were called for assistance.

Quebec, May 15 — Bulker *Canadian Provider* departed Port Cartier on May 14 en route to Hamilton. We understand that the repair was carried out in Port Cartier. — Lloyd's Sub-agents.

CAPTAIN EARL W.WINDSOR (Canada)

London, May 11 — A press report, dated yesterday, states: Residents on Fogo Island off Newfoundland's north-east coast have been without regular ferry service since Sunday (May 6), when the propeller on the Roll On Roll Off *Captain Earl W.Windsor* (1772 gt, built 1972) was damaged.

CARMELA I (Malta)

See *Spiro F.*

CG K79 (U.S.A.)

London, May 11 — According to information received, barge *CG K79* is currently at Princesa pier in the port of Bilbao. The barge has external shell plating damage on starboard side, bowed all along and a crack which was filled with welding seam. According to the local vessel's agents no decision has yet been taken regarding the future of the barge. — Lloyd's Agents.

CHELAN (U.S.A.)

London, May 15 — According to Lloyd's MIU AIS, passenger ro/ro *Chelan* was located 1.2 nautical miles from Friday Hbr, Washington State, in lat 48 32 30.41N, long 122 58 52.26W, at 1023, UTC, today, course 278.8 deg, speed 14.5 knots.

CIELO DI GUANGZHOU (Liberia)

London, May 12 — Product tanker *Cielo di Guangzhou* arrived Doryol Apr 25, sailed Apr 26 and subsequently arrived Tuzla May 1.

CISNE BLANCO (Panama)

London, May 15 — Combined chemical and oil tank *Cisne Blanco* (20043 gt, built 1996) reported entering Canadian waters, lat 46 N, long 50W, May 9 with a broken anchor. It was later found to be missing. (Note — *Cisne Blanco* sailed Santos Apr 22 and arrived Montreal about May 12.)

CITY OF MERSIN (Panama)

London, May 16 — General cargo *City of Mersin* arrived Aliaga breaking yard May 2.

CIUDAD DE ENSENADA (Liberia)

Buenos Aires, May 15 — Bulk *Ciudad de Ensenada*: There have been no developments regarding the vessel's situation. It remains in the same position and there are no intentions to make any repairs at least during 2007. — Lloyd's Agents. (Note — *Ciudad de Ensenada* had fire in accommodation superstructure while berthed at Villa Constitucion Jul 22 1998.)

COMMODORE GOODWILL (Bahamas)

See *HDL*.

CONCEL PRIDE (Nigeria)

Cadiz, May 10 — Product tanker *Concel Pride* is still berthed at Algeciras port. Understand the turbo engines are being retained, since the invoices have not been settled. — Lloyd's Agents.

CRESCENT CULLIN (Bahamas)

Bari, May 10 — Chemical tanker *Crescent Cuillin* sailed Monopoli at 1200, local time, today, for Fos. — Lloyd's Agents.

DIRCH MAERSK (DIS)

London, May 13 — A press report, dated May 8, states: Container Carrier *Dirch Maersk* (50698 gt, built 1996), Charleston to Newark, lost seven empty containers in heavy weather. The aft-most container stack shifted heavily to port. Two loaded tanktainers have exterior damage, but no cargo damage or loss reported. (Note — *Dirch Maersk* arrived New York May 8 and sailed May 10.)

DOLPHIN II (Panama)

London, May 15 — Following received from Coast Guard Guam, timed 0451, UTC: Reported here that distress beacon from general cargo *Dolphin II* (5615 gt, built 1983) activated in lat 19 04.2N, long 93 02.9E, at 0227, UTC, May 15. Contacted managers of vessel and they reported vessel sank May 14. Bulker *Glory Falcon* assisted vessel and rescued 11 crew; some still missing. (Note — *Dolphin II* sailed Chittagong May 11 for Visakhapatnam.)

Chittagong, May 17 — Understand from local agents that general cargo *Dolphin II* arrived at Chittagong on May 7 with 5,957 tonnes of steel billet. After completion of cargo discharge, the vessel sailed from Chittagong at 0615 hrs, on May 12. The vessel was reportedly caught by a cyclone storm during her voyage to Myanmar on May 15. As a result, the vessel sank with 20 persons including her master. Fifteen persons are still missing. — Lloyd's Agents.

EAGLE CARINA (Singapore)

London, May 17 — Crude oil tanker *Eagle Carina* arrived Corpus Christi May 14 and sailed May 15 for Ingleside.

EASTERN RICH

See "Typhoon 'Haitang'" under "Weather & Navigation."

EGY LINK (Egypt)

Port Said, May 12 — General cargo *Egy Link* (12215 gt, built 1988) left Port Said for Damietta this morning after completing discharge of its cargo and ran aground at the entrance to Suez Canal at 0740 hrs. Suez Canal Authority tugs are currently trying to refloat her. — Lloyd's Agents.

Port Said, May 12 — The Suez Canal Authority tugs succeeded to refloat

general cargo *Egy Link* at 1330 hrs. The vessel moored at Port Said Port for investigation. — Lloyd's Agents.

Port Said, May 15 — Understand that general cargo *Egy Link* completed minor repairs and sailed at 1530 hrs, May 14. — Lloyd's Agents.

EMPRESS OF THE NORTH (U.S.A.)

London, May 14 — A press report, dated today, states: A cruise ship has run aground off the coast of Alaska. No injuries are reported, but the 281 people on board are being transferred to lifeboats and other vessels. The U.S. Coast Guard says passenger ro/ro *Empress of the North* (5975 gt, built 2003) hit Hanus Rock at the southern end of Icy Strait, located south-west of Juneau. Coast guard spokesman Petty Officer Christopher McLaughlin says the vessel is listing about six degrees, but doesn't appear to be taking on water. McLaughlin says a coast guard fixed-wing aircraft and helicopter were dispatched after an emergency radio message was received at 0035 hrs. He says the reason for the grounding of the ship, operated by Seattle-based Majestic America Line, is not known.

London, May 14 — Following received from Coast Guard Juneau, timed 1320, UTC: Passenger ro/ro *Empress of the North*, with 281 passengers on board, grounded in lat 58 09.6N, long 135 04.3W, at 0938, UTC, today. Vessel remains aground and is listing 8 deg. Its double hull has been breached and there is water between the hulls, but there has not been any penetration into the interior of the vessel. Passengers are being evacuated to other vessels; the Alaska State Ferry *Columbia* is due on scene in a few minutes and will take most of the people on board.

Seattle, May 14 — Passenger ro/ro *Empress of the North* ran aground early this morning, 15 miles south-west of Juneau. Vessel not in danger of sinking. Passengers have been evacuated and no injuries have been reported. — Lloyd's Agents.

London, May 14 — A Coast Guard Juneau press release, dated today, states: The Coast Guard has successfully facilitated the evacuation of all 248 passengers from passenger ro/ro *Empress of the North* and will be transferring them to the Alaska Marine Highway ferry *Columbia* for transit back to Juneau. Currently *Empress of the North* is back underway under the escort of the CG cutter *Liberty* and is enroute to Juneau. Passengers will be taken to the Auke Bay Ferry Terminal in Juneau. Thirty-three crewmembers remain on board *Empress of the North*.

London, May 14 — A Majestic America Line press release states: Majestic America Line announced that passenger ro/ro *Empress of the North* was involved in a grounding incident approximately 50 miles from Juneau at 0140, local time. There are no injuries reported. All guests were safely transferred to an Alaska State ferry for transportation to Juneau where arrangements to accommodate them have been made. All but essential crew were also transported to Juneau. The vessel is proceeding under its own

power to Juneau for a damage assessment and investigation into the incident.

London, May 14 — A press report, dated today, states: Passenger ro/ro *Empress of the North* has arrived in Juneau. The ship arrived there with a Coast Guard escort about 10 hours after it became grounded early this morning. The passengers are expected to arrive in Juneau on board a state ferry later today.

London, May 15 — A press report, dated today, states: The National Transportation Safety Board will investigate the grounding of passenger ro/ro *Empress of the North*, which had 206 passengers and 75 crew members on board when the incident occurred south-west of Juneau. One person was taken to a hospital for observation, a Juneau city official said. When Coast Guard helicopters reached the area, the vessel was listing at the southern end of Icy Strait and had begun taking on water, the Coast Guard said. As the vessel's pumps worked to remove the water, the passengers were transferred safely to other boats in the area and then to Alaska State Ferry *Columbia* to be taken to Juneau. *Empress of the North* floated free of the rock during the evacuation and the crew was able to stabilise the vessel, said the Coast Guard. It arrived in Juneau with a Coast Guard escort about nine hours after the grounding. *Columbia* arrived shortly after. State officials said the hull sustained significant damage and an empty fuel tank was breached during the grounding. A light oil sheen was seen in the area but officials were uncertain if the vessel was the source. Coast Guard Petty Officer Barry Lane said Coast Guard inspectors did an initial survey of the ship as it was moored in Juneau's Auke Bay and will pass the information on to the NTSB. It was not immediately clear why *Empress of the North* ran aground, said Coast Guard officials. It was drizzling in Juneau but the seas were calm. Passengers were initially evacuated onto lifeboats, a charter fishing boat, a tug, another small cruise vessel and a Coast Guard cutter before *Columbia* arrived. "The morning was incredible. You had anybody and everybody that could get there and they all got there as quick as they could and all were willing to help out," said Coast Guard Capt Mark Guillory, federal on-scene co-ordinator. Passengers left the vessel with only their personal identification and medications. They were to be reunited with their belongings later in Juneau. All had been flown to Seattle by evening, said company officials. "It couldn't have been better orchestrated the way things fell into place," said Chief Petty Officer Barry Lane.

London, May 16 — A press report, dated today, states: Federal investigators have started probing why passenger ro/ro *Empress of the North* equipped with state-of-the-art navigation technology apparently hit a rock and ran aground. National Transportation Safety Board spokeswoman Kitty Higgins said the team hoped to gain further insight from

the vessel's voyage data recorder. The NTSB investigation will likely take about a year to answer how the ship, which has had previous groundings, could land in such trouble, Higgins said. "It has all the technology that is there to help make this kind of trip successful. But obviously there have been a number of events, and that is something we will have to look at," Higgins said. The NTSB said it would send divers down again to try to videotape the damage. Salvage divers did an initial survey of the damage Monday, but visibility in the silty waters was poor, said Scot Tiernan with the Alaska Department of Environmental Conservation. Tiernan said they found several punctures in the side of the double-hulled ship, including one 8-foot gash and a 4-foot-by-3-inch hole. The investigation team plans to study the ship's mechanical, electrical and propulsion systems and look into its history and the company that operates it, the Seattle-based Majestic America Line. The ship was involved in two other groundings along the Columbia River in recent years. In November 2003, the ship developed steering problems near The Dalles, Ore, and ran aground, causing minor injuries to a passenger and two crew members. In March 2006, it again ran aground on a sandbar near Washougal, Wash, while trying to avoid a barge. Nearly 200 passengers were evacuated.

London, May 17 — A press report, dated May 16, states: Crew members of passenger ro/ro *Empress of the North* that hit a charted rock said they were trying to correct course when the bottom raked across a rocky shoal, U.S. federal investigators said today. The NTSB interviewed the crew today. The third mate, who was navigating and the helmsman who was steering, were the only people on the bridge at the time of the accident. The ship was southbound in the Lynn Canal making a right turn into Icy Strait when the crew realized the ship could not complete the turn and it struck Rocky Island. NTSB officials could not say why the crew could not make the turn. They said they would be able to piece together a clearer picture of events when they have analysed the ship's voyage data recorder. Divers have videotaped the ship's hull. The NTSB was documenting and reviewing a half-dozen areas of damage, including broken blades on a propeller used in steering the vessel.

ERIKA (Malta)

London, May 16 — A press report, dated today, states: A hidden weakness in the hull of non specific tanker *Erika* not metal corrosion was at the origin of the structural collapse of the vessel, according to an Italian naval engineering consultant. Massimo Gronda, formerly of the Italian shipbuilding research organisation CETENA and now a partner in the Genoa-based consulting company Studio Tecnico Navale Ansaldo; told *Erika* trial in Paris that the tanker had succumbed to an "undetectable weakness" in its side plating. But he

claimed that the vessel could nevertheless have been saved from collapse had it been handled differently by its master. He told the court that the examination of underwater photographs of the wreck of *Erika* had revealed the existence of pre-existing damage in the hull at the forward end of its No.2 starboard ballast tank, just above the water line. This damage, a crack up to 25 cm long, was situated at the point known as the tug mark where tugs would have pushed the ship in the course of manoeuvres in port. The fact that the crack predated the shipwreck was indicated by the presence of rust which contrasted with the shiny aspect of the edges of those parts of the hull exposed by the vessel's final break-up. He told the court that the pressure to which the hull had been subjected had resulted in the initial crack spreading vertically. This had led to a weakening of the vessel's side-shell, leading to the collapse of a hull support bar and, subsequently, a major invasion of the No.2 starboard ballast tank by sea water. The ingress of sea water reduced the pressure on the side-shell for a time but the decision of her master to balance the vessel's No.2 starboard and port ballast tanks had put the side shell under new strain. The crack spread upwards and downwards and the plating of the No.2 starboard ballast tank broke away, provoking the vessel's final break-up and sinking. Mr. Gronda insisted that corrosion had played no part in the structural collapse of *Erika*, arguing that even the group of experts appointed by the Dunkirk court of commerce, who were heard a few days ago by the court, had admitted that corrosion alone could not explain the loss of the ship. And he told the court that the 123.7 kilopascal pressure value used by the experts to explain the vessel's collapse exceeded that used in the conception of a new ship. But, like other witnesses before him, Mr. Gronda argued that the *Erika* could nevertheless have been saved if it had been turned about by its master so as to have the wind behind it and if the master had refrained from making transfers of liquid between its tanks. In response to questioning, he told the court that he was not accusing the master of having caused the shipwreck but was simply saying that, as a result of his actions, the strains on the vessel had increased. "Certain things which could have been reduced the constraints were not done," he said.

London, May 16 — A former Tsavliris salvage specialist has joined the growing number of witnesses at the non specific tanker *Erika* trial to claim that the tanker could have been saved if appropriate action had been taken when it first got into difficulty. Nikolaos Pappas, who is today working as a salvage and towage consultant, told the court that in the course of over 50 salvage operations in which he had participated worldwide, he had seen vessels in more desperate straits than *Erika* saved from shipwreck. "It is difficult to say with hindsight," he said. "But over the years, experience has shown that if proper actions are taken

at the right moment, vessels in much more critical situations than *Erika* have been saved." Conversely, he said inappropriate actions could cause deterioration in a vessel's situation and aggravation of any damage it had sustained. "Still, I believe that if proper actions had been taken, then *Erika* could have been saved," he said. He quoted the example of *Castor*, which had sustained major deck cracking, but had been saved without pollution despite a long search for a port of refuge in the Mediterranean. Mr Pappas, who was called as a witness by classification society Rina, argued that a salvage contract should have been issued within two hours of *Erika*'s difficulties becoming apparent in the early afternoon on Dec 11, 1999. He estimated that a rescue tug could have got to the *Erika* eight to ten hours after that to begin towing it at reduced speed, with a following sea towards the nearest sheltered area. Which, he added, would have been around the Port of Brest.

ERRIA MARIA (DIS)

Portsmouth, UK, May 13 — Malta Maritime Authority report chemical tanker *Erria Maria* (4336 gt, built 2001) ran into a tuna fish farm at 2135, May 11. The tanker had left Malta Shipyards at 2030 hrs and was heading to its next port of call. Sources said the Vessel Traffic System repeatedly warned the vessel that it was heading towards the fish farm. The tanker was escorted back to Magazine Wharf by a pilot from the Valletta Pilot Station and is currently being held by the Maritime Authority for further investigations. The value of the damage is not known yet, but industry sources said it could be "very substantial". — Correspondent.

London, May 15 — A press report, dated May 14, states: Chemical tanker *Erria Maria* ploughed into a fish farm off Malta on Friday (May 11) night. *Erria Maria* reportedly took no heed of traffic control warnings that she was heading for the tuna fish farm. The damage to the fish farm is thought to be extensive. Pilots took the vessel back into port and she is being detained by the Malta Maritime Authority. (See issue of May 15.)

London, May 16 — A press report, dated today, states: The master of chemical tanker *Erria Maria* was fined Lm1,000 yesterday after he was found guilty of entering a restricted zone with his vessel on Friday (May 11) evening. Frank Schmidt, from Denmark, pleaded guilty to navigating the vessel into a prohibited zone at around 2115 Friday. Magistrate Doreen Clarke heard Schmidt plead guilty and fined him Lm1,000 after taking into consideration the fact that he had cooperated with the police and other authorities during their investigations and had filed an early guilty plea. (Note — *Erria Maria* sailed Valletta May 13.)

EVIAPETROL I (Greece)

London, May 15 — Following received from Piraeus RCC, timed 1000, UTC:

Product tanker *Eviapetrol I* (1405 gt, built 2002) reported mechanical failure in lat 40 17.4N, long 22 53.4N at 0113, UTC, May 14. Vessel was subsequently towed to Thessaloniki anchorage by tug *Pantokrator*, where it remains.

Piraeus, May 16 — Product tanker *Eviapetrol I* had a mechanical failure south of Thessaloniki, May 14, while sailing from Thessaloniki to Agioi Theodoroi. The vessel was towed to Thessaloniki port for repairs. According to the shipmanagers the repairs are scheduled to commence on May 17 and are estimated to be completed the next day. — Lloyd's Agents.

FAR SOVEREIGN (Norway)

Kiel, May 16 — Anchor handling tug/supply *Far Sovereign* (4418 gt, built 1999) ran aground on the north side of Hundvag, 100 metres from the shore at Lundsneset, just after midnight, this morning. There were 50 persons on board. *BB Lifter* was underway to the scene, as well as the police boats *Vektaren* and *Rygervakt*. About 1.5 tons oil leaked out. At 0200 hrs, 35 men were evacuated and taken to nearby hotels. The ship had developed a starboard list. The rescue centre sent a Sea King helicopter after having been alarmed at 1235 hrs. Attempts to refloat the ship were to start at 1000 hrs. — Correspondent.

Kiel, May 16 — Anchor handling tug/supply *Far Sovereign* refloated around midday today and proceeded at very low speed escorted by fishing *Lalfjord*. — Correspondent. (Note — According to Lloyd's MIU AIS *Far Sovereign* was stationary in lat 59 04 10N, long 05 44 55E, Stavanger area, at 1540, UTC, today.)

FOREST 1 (St. Kitts-Nevis)

See "Germany" under "Port State Control".

FORTUNA I (Latvia)

See under "Labour Disputes."

FRAU NANCY (North Korea)

Valletta, May 16 — General cargo *Frau Nancy* is still at Malta Shipyards. Meantime the owners have decided to tranship the cargo and have nominated mv *Dream* which is expected in Malta this coming week end to load and deliver the cargo to Algiers. — Lloyd's Agents.

GALICIA SPIRIT (Canary Islands)

London, May 15 — Liquid natural gas carrier *Galicja Spirit* passed Gibraltar May 13.

GAS SHANGHAI (Marshall Islands)

London, May 15 — A press report, dated today, states: Liquid Petroleum Gas Carrier *Gas Shanghai* (3505 gt, built 1999) and general cargo *Hoang Dat-36* (1110 gt, built 2002) collided near the mouth of the Saigon river, leaving one person dead and seven missing, state media reported today. The body of a local sailor was recovered two hours after the afternoon incident, and rescuers were still searching for seven others who were reported

missing, the report said. The dead sailor and all those missing had been on the Vietnamese ship. *Hoang Dat-36*, which was transporting 2,000 tons of tin sheets from Jakarta with 16 Vietnamese sailors on board, had been preparing to anchor. Eight other sailors on the Vietnamese ship swam to safety. *Gas Shanghai* was being held by Vietnamese authorities for further investigation.

London, May 15 — A press report, dated today, states: General cargo *Hoang Dat-36* sank in Ho Chi Minh City's Lotus Wharf this afternoon after a collision with Liquid Petroleum Gas Carrier *Gas Shanghai* ruptured its hull. One crew member has been found dead and seven are missing. *Hoang Dat-36*, from the Hoang Dat Ltd Company, was about to anchor at the wharf when its hull was struck hard by *Gas Shanghai*. *Hoang Dat-36*, which were carrying 2,000 tons of corrugated iron sheets from Indonesia, were thrust into the wharf bank and sank 10 minutes later, 50 metres from the original collision site. Eight crewmembers were saved but one died while another seven are missing and feared dead. One crewmember said the boat sank too fast and the water pressure sucked people down with it. *Gas Shanghai* is being detained by Ho Chi Minh City authorities.

London, May 15 — EMS Ship Management, managers of Liquid Petroleum Gas Carrier *Gas Shanghai* reports that the vessel has been involved in a collision in the Saigon River after discharging its LPG cargo at Ho Chi Minh City today. It departed its berth at 1300, local time, and was navigating in the Saigon River with pilot on board. At around 0640, UTC, the vessel was involved in a collision with general cargo *Hoang Dat-36*. *Hoang Dat-36* is reported to have taken on water and regrettably, there are reports of casualties, but no further information is known. *Gas Shanghai* has sustained a minor indentation in the bulbous bow but with no casualties or injuries and no pollution reported. *Gas Shanghai* has safely anchored in the river. An EMS Ship Management team is proceeding to the location to cooperate fully with the authorities and their investigation and to provide support to the master.

Hanoi, May 16 — Liquid Petroleum Gas Carrier *Gas Shanghai*, collision with general cargo *Hoang Dat-36*: According to information available to Lloyd's Agents, *Hoang Dat-36* in collision with *Gas Shanghai* at 1350, May 15. *Hoang Dat-36* subsequently sank after 10 minutes at Lotus port water, Saigon River, Ho Chi Minh City, Vietnam. Eight crew safely rescued, one dead and seven remain missing. Rescued crew on *Hoang Dat-36* said that, while *Hoang Dat-36* was berthing at Lotus Port, it was in collision with *Gas Shanghai* then quickly sank. *Hoang Dat-36* carried about 2,000 tonnes steel in roll. No salvage plan or operation for *Hoang Dat-36* at this time. *Gas Shanghai* retained immediately after the collision by local

authorities for investigations. Today, local authorities continue search for missing crews. — Lloyd's Agents.

London, May 16 — EMS Ship Management, managers of the Liquid Petroleum Gas Carrier *Gas Shanghai* report that the vessel has been involved in a collision in the Saigon River after discharging its LPG cargo at Ho Chi Minh City today. It departed its berth at 1300, local time and was navigating in the Saigon River with a pilot on board. At around 0640, UTC, the vessel was involved in a collision with a small coastal vessel *Hoang Dat-36* of 2152 dwt, flying the Vietnamese flag. The vessel *Hoang Dat-36* is reported to have taken on water and regrettably, there are reports of casualties, but no further information is known. *Gas Shanghai* has sustained a minor indentation in the bulbous bow but with no casualties or injuries and no pollution reported. *Gas Shanghai* has safely anchored in the river. An EMS Ship Management team is proceeding to the location to co-operate fully with the Authorities and their investigation and to provide support to the master.

London, May 16 — Liquid Petroleum Gas Carrier *Gas Shanghai* in collision with general cargo *Hoang Dat-36*: A press report, dated today, states: Due to the speed with which *Hoang Dat-36* sank, only half of the 16-man crew of the vessel managed to escape. The missing sailors include the ship's master and first mate. By 1600 today rescue workers had retrieved three bodies and were still searching for the missing but no survivors are expected.

GATUN (Panama)

London, May 15 — A press report, dated today, states: Two Mexican men, behind a record-breaking load of 21 tons of cocaine on general cargo *Gatun*, have had a court appearance. Jesus Ernesto Mondragon-Garcia and Jose Alonzo Nunez-Gutierrez were arrested in Panama as they attempted to leave the country after the cocaine was loaded onto *Gatun* within a day before the ship was intercepted. The two were the organizers of the *Gatun* load.

GEORGE T.

(St. Vincent & Grenadines)

London, May 11 — According to Lloyd's MIU AIS, bulker *George T.* was still at anchor in lat 51 45 39N, long 03 18 26E, at 0208, UTC, today.

London, May 14 — According to Lloyd's MIU AIS, bulker *George T.* was located 47.1 nautical miles from Voksa, Norway, in lat 62 55 39N, long 05 05 04.2E, at 0708, UTC, today, course 27.4 deg, speed 12.4 knots.

GIOVANNA (Russia)

St. Petersburg, May 16 — Chemical tanker *Giovanna* is in the process of utilisation. — Lloyd's Agents.

GOLDEN ROSE (South Korea)

Portsmouth, UK, May 12 — General cargo *Golden Rose* (3849 gt, built 1982) collided with St. Vincent & Grenadines registered Container Carrier *Jin Sheng* (4822 gt, built 1996) and sank today off

China's north-east coast and its 16-member crew was missing, the Coast Guard said. The accident occurred before dawn today about 38 miles south-east of Dalian, said a South Korean Coast Guard official. He said: "Two liferafts were found but no one was on board." The crew of the Chinese vessel was unharmed and made it back to Dalian where they reported the collision to Chinese authorities, delaying search and rescue operations for several hours. China mobilised 19 vessels and two helicopters to search for the missing crew of *Golden Rose*, South Korea's Coast Guard officials said.

London, May 12 — A press report, dated today, states: General cargo *Golden Rose* was sunk in a collision with *Jin Sheng*, belonging to Lupeng Shipping Co. registered with Shandong Provinceoff Yantai, Shandong Province, at around 0300 today, leaving 16 seamen on board the vessels missing, news reports said. The missing are not immediately identified. (Note — According to Lloyd's MIU AIS, *Golden Rose*, Pyeongtaek for Yingkou, in lat 40 10 21N, long 121 37 49.8E, at 0429, UTC, May 11, and *Jin Sheng* in lat 37 52 5.4N, long 121 34 39E, at 1824, UTC, May 11.)

London, May 13 — A press report, dated today, states: Sixteen sailors remained missing after general cargo *Golden Rose*, Yingkou, Liaoning, for Dangjin with a cargo of 5,900 tons of steel, sank after colliding with Container Carrier *Jin Sheng*, Yantai, Shangdong Province, for Dalian, in dense fog off China's east coast, South Korea's maritime police said today. The crewmen, including seven South Koreans, eight Myanmarese and one Indonesian, disappeared after their vessel collided with *Jin Sheng* around 1600 yesterday (Korean time) in the sea 41 kilometres south-east of Dalian, they said. Chinese maritime authorities mobilised 19 boats, two helicopters and one aircraft for search and rescue operations but no survivors or bodies have been found, China's Xinhua News Agency said, adding that only two liferafts and some articles from the South Korean vessel have been found. An investigation was under way on the cause of the collision, it said. *Jin Sheng* went on safely to its destination, Dalian, where the crew allegedly reported the incident to Chinese authorities, according to South Korean officials. The allegedly belated report has sparked speculation that *Jin Sheng* left the scene without trying to rescue the victims. Under the United Nations Convention on the Law of the Sea, the harming vessel must try to rescue victims when a collision takes place. Correcting its earlier announcement, South Korea's Foreign Ministry said it had been informed of the accident by fax by the maritime police at 2021 yesterday, about three hours earlier than it had said it became aware of it. "We were informed of the accident at 2021 yesterday via fax from the South Korean maritime police, but it was 2330 hrs that an official on duty got to know the fact as he couldn't

check out the fax, monitoring the news on the accident," the ministry said in a statement. China informed South Korea's Embassy in Beijing of the accident at 0050 today, it said. Yoo Eui-sang, a deputy consul general in Qingdao, China's Shandong Province, said he planned to visit Yantai to ask the Chinese maritime authorities about reasons for the delay in informing South Korea of the accident and discuss rescue operations. "I understand that Han Yuqun, the governor of Shandong Province, has directed its officials to employ all possible means to find the missing sailors and dispatched one of his deputies to Yantai to oversee the search and rescue operations," Yoo said.

London, May 14 — A press report, dated today, states: Container Carrier *Jin Sheng* failed for seven hours to report a collision with South Korean general cargo *Golden Rose* which left 16 sailors missing, media reports said Monday (May 14). The delay has fuelled suspicion that the crew of *Jin Sheng* had been trying to flee the scene, South Korea's Dong-A Ilbo newspaper quoted experts as saying in a website report entitled "Chinese vessel suspected of 'hit-and-run attempt'". *Golden Rose* sank after the collision with *Jin Sheng* in darkness and fog at 0400, Saturday, off the port of Yantai in Shandong province. Seven of the crew were South Koreans, eight from Myanmar and one from Indonesia. "It was an early morning accident. I presume most of the crew were asleep in the cabins then," South Korean coast guard spokesman Kim Tae-Ho has said. Seoul's foreign ministry has set up a task force to investigate the accident, in cooperation with the South Korean and Chinese maritime authorities, officials said. Rescuers have found two empty life rafts and some wreckage from the South Korean vessel, which was returning from China to its native country laden with 5,900 tons of steel. A search was continuing Monday and Chinese officials would mobilise more than 60 vessels, two helicopters and an aircraft, South Korea's Yonhap news agency said. It quoted unidentified foreign ministry officials as saying *Jin Sheng* may have violated the law of the sea in failing to give immediate and full assistance to those in danger. The crew of *Jin Sheng* only reported the accident to China's maritime authorities seven hours after the collision, they were quoted as saying. Beijing officially notified the South Korean embassy in Beijing at 0050, Sunday, nearly 21 hours after the accident took place and some 14 hours after it first learned of the incident, the officials said. China has refused to allow South Korean rescue vessels to enter its waters, they said.

London, May 15 — A press report, dated today, states: Chinese Foreign Ministry spokesperson Jiang Yu said today China has intensified its efforts to search for missing sailors from general cargo *Golden Rose* which sank off the coast of Shandong Province on Saturday (May 12). "China will properly settle relevant issues

concerning the tragedy in accordance with international pacts and laws, and in responsible and humanitarian spirit," Jiang told a regular press briefing. "As long as there is one percent hope for the survival of the missing sailors, China will exert 100% efforts for the rescue work," she said. After the mishap happened, the Chinese government demanded relevant departments to go all out to rescue the missing sailors, Jiang said. Chinese Ministry of Communications has dispatched three search and rescue ships, two helicopters and a fixed-wing aircraft to join the search for the sailors. More than 100 ships and aircraft from eastern Shandong Province in east China and Liaoning Province in the northeast have been involved in the rescue operation. China and the Republic of Korea have kept close coordination over the issue, according to Jiang. China conveyed sympathy and condolences to the relatives of the missing sailors, and made well-conceived arrangements for their China trip. Investigation into the accident is still under way. Jiang said China will inform the Republic of Korea about the investigation results.

London, May 15 — A press report, dated today, states: According to Bukwang Shipping, which managed general cargo *Golden Rose*, a ship insurer investigated Container Carrier *Jin Sheng* in Dalian port and concluded it collided with the starboard side of *Golden Rose* at a 45 degree angle. The starboard side of *Jin Sheng's* bulbous bow was twisted and there was a 6-metre scratch along the ship's starboard side. (Note — *Jin Sheng* arrived Dalian May 12.)

Dalian, May 16 — Container Carrier *Jin Sheng*, collision with general cargo *Golden Rose*: *Jin Sheng* berthed at Dalian Dayaowan port now. The Marine Safety Administration is investigating the collision and whether *Jin Sheng* will be repaired at Dalian is still under discussion. — Lloyd's Agents.

London, May 16 — Two South Korean coast guard vessels and a helicopter were sent to Chinese waters yesterday to join in the search for 16 seafarers missing from general cargo *Golden Rose*, which collided on Saturday (May 12) with a Chinese boxship. The development came as the Tianjin Maritime Safety Administration confirmed the exact location of the sunken vessel and families of the seven South Koreans on board the stricken vessel arrived in Dalian. The location of *Golden Rose* was put at at lat 38 14.45N, long 121 41.92E, according to the Xinhua news agency. The vessels and helicopter were due to arrive near the scene of the collision, about 64 km south-east of Dalian, at about 1900, local time yesterday. But rescue efforts were hampered by poor weather with winds gusting up to 75 kilometres per hour. They were able to join the search after Korean officials received the green light from Chinese authorities to send rescue teams to help find the missing seafarers, who apart from the Koreans included one Indonesian and

eight from Myanmar. Observers said this was an apparent about-face to diffuse a potential political row over China's handling of the collision and subsequent rescue effort. Chinese officials initially refused South Korean help, saying they had enough vessels and aircraft searching for the 1982-built vessel and the missing seafarers. This attitude further annoyed South Koreans, who were already angry by reports that the Chinese boxship, the 1996-built, 6,816 dwt Container Carrier *Jin Sheng*, apparently fled the scene of the collision. Crew on board the vessel did not alert China's maritime authorities about a collision until the vessel had docked in Dalian, seven hours after the incident occurred in thick fog. Crew of *Jin Sheng* said they were unaware they had hit anything until the vessel arrived in port. The South Korean embassy in Beijing was only told of the incident 14 hours after the Chinese government was aware of the collision and nearly 21 hours after the accident occurred. Speaking about the visit to China by 21 relatives of the missing, an executive with Pusan company Boo Kwang Shipping, which owned *Golden Rose*, said: "The families are distressed and mad at the Chinese officials for their late response to this incident." Talking to reporters in Beijing, Chinese foreign ministry spokeswoman Jiang Yu expressed sympathy to the families and said an extensive search was being carried out. She added: "Since the ships collided with each other in China's Bohai Bay, the Chinese government has taken the issue seriously and relevant departments have gone all out to launch rescue work." China's maritime agencies have mobilised about 200 vessels together with helicopters and fixed wing aircraft in what has become one of the country's largest search and rescue efforts. While Chinese officials have promised to look at how the collision occurred and the subsequent response, South Korean officials believe China's belated notification of the incident may have violated the international convention on consular relations. This requires a nation to inform another state whose vessel has been involved in an accident in its territorial waters immediately. South Korea also believe the crew of *Jin Sheng* may have violated the international convention on safety at sea for not rendering any assistance to *Golden Rose* and its crew.

London, May 17 — A press report, dated today, states: Chinese marine authorities announced on May 15 that they confirmed that Container Carrier *Jin Sheng* did not take any measures after colliding with general cargo *Golden Rose*. According to China's official news agency, Xinhua, an official from the Chinese Ministry of Transportation in Yantai, met with families of the missing Korean crew and said that officials from Sandunglufung, the managing company of *Jin Sheng* admitted the fact. The official announced: "Jin Sheng should have sent an SOS in accordance with international customary marine

law, but it did not." *Jin Sheng* left the scene without taking any measures before and after the accident and Chinese marine authorities officially confirmed that the vessel reported the accident eight hours and 40 minutes later for the first time after the accident took place. Meanwhile, Korea and China have jointly searched for two days around the spot where *Golden Rose* sank but have not found any of missing crew. Yoo Yeon-sik, master of the vessel *Jeamin 7* said: "We have searched the spot in consultation with the Chinese authorities with patrol ships with thermal observation devices and an observation balloon for 24 hours. As soon as the weather clears up, we will start searching the sunken ship."

GOLDEN SKY (Cyprus)

Riga, May 15 — Despite enormous efforts of Club, Owners and lawyers to release bulker *Golden Sky* and take out the threat of the vessel sinking in port, the Claimant, Messrs. Lattelecom insist on payment of declared amount of abt E700 000 of which only half is confirmed by documents. Even after receiving of E285,700 from local underwriters on May 2, Lattelecom offered to the Club draft agreement on May 10 with an offer to pay full amount without a word about received compensation. Moreover draft of agreement says that sums paid are non-refundable and Club/Owners have no right to appeal to any other court or arbitration. Date of Court hearing still not appointed despite possible catastrophic consequences. — Lloyd's Agents.

GREEN MALOY (U.K.)

Ponta Delgada, May 11 — Refrigerated general cargo *Green Maloy* (5084 gt, built 1990) had turbo-charger damage and is now proceeding to Ponta Delgada for repairs. — Lloyd's Agents. (Note — *Green Maloy* sailed Jacksonville Apr 29 for Mariupol.)

Ponta Delgada, May 15 — Refrigerated general cargo *Green Maloy* has completed repairs to her damaged turbo charger and departed for Ukraine. — Lloyd's Agents.

HAUROSU (Solomon Islands)

London, May 13 — A press report, dated today, states: A fire broke out in the engine-room of the 93-foot general cargo *Haurosu*, disabling the vessel approximately 60 nautical miles northwest of Saipan at 1400, yesterday. A 406 Mega Hertz EPIRB carried by the vessel was activated and a rescue helicopter from HSC-25 located the disabled vessel at 2000 hrs and deployed a rescue swimmer to investigate. After confirming that the fire was out and that the crewmen of *Haurosu* were uninjured, the helicopter departed to rendezvous with USNS *Shasta* to be refuelled. By 2200 hrs, USNS *Shasta* had the disabled vessel in sight and was preparing to deploy a rescue and assistance team by small boat. The team rescued the five man crew, moving them to the safety of USNS *Shasta*. Early this morning

USNS *Shasta* took *Haurosi* in tow and they are en route Tanapag Harbor, Saipan.

London, May 15 — A press report, dated today, states: Following a fire in the engine-room of general cargo *Haurosi* the vessel was taken in tow by ammunition vessel USNS *Shasta* and safely delivered to Saipan along with its crew.

HD1 (Bahamas)

London, May 14 — The master of HD Ferries catamaran passenger ro/ro *HDI* (2357 gt, built 1998) has been suspended from duty after a collision with Roll On Roll Off *Commodore Goodwill* (11166 gt, built 1996) Jersey. The HD Ferries catamaran hit the Condor Ferries vessel as it was manoeuvring on Friday (May 11) morning. An HD Ferries spokesman said the ferry's master had been suspended while an investigation was carried out. No passengers were on board at the time. Harbour authorities said the catamaran had earlier twice attempted to get into the outer harbour in adverse weather. As it manoeuvred near the Condor vessel, there was a collision. A harbour department pilot was on board the HD ferry at the time, although its master was in control. The department is awaiting a formal report on the incident from HD Ferries. (Note — According to Lloyd's MIU AIS *HDI* was in St. Helier harbour at 1622, UTC, today, and *Commodore Goodwill* was in lat 50 48 39N, long 01 06 19W, at 1527, UTC, today, speed 8.4 knots, course 67.7 degrees.)

London, May 17 — Passenger ro/ro *HDI*, collision with Roll On Roll Off *Commodore Goodwill* in Jersey May 11: According to Lloyd's MIU AIS, *HDI* was located stationary at St. Peter Port at 1120, UTC, today, while *Commodore Goodwill* was located 9.5 nautical miles from Sark, in 49 26 53.99N, long 02 12 31.39W, at 1126, UTC, today, course 27.4 deg, speed 16.6 knots.

HEIKE (U.K.)

Kiel, May 14 — At 1625, local time, May 11, general cargo *Heike* (2988 gt, built 1998) was in collision with container carrier *Katharina Ehler* (3992 gt, built 1993) in Hamburg. *Katharina Ehler* was berthed at the Burchard quay in the park harbour. *Heike* was departing from there and presumably caught by strong winds, it was pushed with its port bow against the foreship of *Katharina Ehler*. *Heike* sustained slight damage in the foreship and aft region. The damage to the foreship of *Katharina Ehler* was very minor. — Correspondent.

London, May 15 — General cargo *Heike* arrived Sodertalje May 14 and sailed the same day.

London, May 17 — Container Carrier *Katharina Ehler* sailed Hamburg May 12 and subsequently arrived Oslo May 13.

HERCULES (Faroe Islands)

Ballerup, May 15 — Fish factory *Hercules* entered Conception Bay, Talcahuano May 14 under tow. The vessel will now be attended by

firefighters and will safely secured. A search and possible recovery of the 10 missing persons will be carried out, after which the vessel will be available for the owners and underwriters for further assessment. — TrygVesta.

HERON

See *Schuyklill*.

HOANG DAT-36 (Vietnam)

See *Gas Shanghai*.

HONG REN (China)

London, May 11 — Liquid Petroleum Gas Carrier *Hong Ren* (2420 gt, built 2001), Jinzhou, Liaoning Province, for Shantou, carrying 1,300 cubic metres of liquefied petroleum gas, ran aground off the coast of Shantou on May 7. The vessel ran aground off Nanao Island on a reef known as the "Three Golden Drips" by local fishermen. According to the Nanhai Rescue Bureau all 14 crew had been rescued.

Guangzhou, May 15 — Liquid Petroleum Gas Carrier *Hong Ren* is still aground and refloating efforts under way. Understood refloating will be finished in two days. — Lloyd's Agents.

IBN YOUNUS (Qatar)

See "Somalia" under "Piracy."

IDUS ATWELL (Canada)

London, May 10 — Tug *Bagotville* (65 gt, built 1964) and dredger *Idus Atwell* (366 gt, built 1962) returned to Amherstburg, Detroit River, Ontario, in lat 42 06N, long 83 07W, due to weather on May 6. It was later noticed that *Idus Atwell* was taking on water. Divers found three small holes in the hull.

INCH ARRAN (Canada)

London, May 11 — A press report, dated yesterday, states: Ferry *Inch Arran* (261 gt, built 1962) was knocked out of service yesterday because of rudder damage, interrupting service to Little Bay Islands and Long Island. Officials with the provincial transportation department were hoping to have the vessel back in service today.

J.K.M.MUHIEDDINE (Panama)

London, May 11 — Bulker with container capacity *J.K.M. Muhieddine* sailed Warri Apr 12 for Apapa-Lagos. (See issue of Apr 3.)

JIN SHENG (St. Vincent & Grenadines)

See *Golden Rose*.

JIN SHENG (St. Vincent & Grenadines)

See *Golden Rose*.

KATHARINA EHLER (Germany)

See *Heike*.

KIMIHI (New Zealand)

Wellington, May 14 — Barge *Kimihia*, which capsized when entering Wellington Harbour on Apr 14 and was eventually berthed at Miramar Wharf empty and upside-down, sailed from Wellington Apr 21 in tow for Picton.

The barge was righted on Apr 18. Both Maritime New Zealand and Transport Accident Investigation Commission (TAIC) have carried out investigations into the cause. The barge is expected to undergo repair work and survey in Picton before resuming commercial service. — Lloyd's Agents.

KOBEE V (Panama)

Busan, May 14 — Passenger (cruise) *Kobee V* is still docked on the slipway at the premises of Sunjin Shipbuilding Co., Busan, Korea, without repair schedule fixed, but we understand that the owners of the vessel are now waiting for spare parts. — Lloyd's Sub-agents.

LAZARUS (Panama)

Port au Prince, May 15 — General cargo *Lazarus* has refloated and is again operating the Jeremie-Port au Prince service. — Lloyd's Agents.

LEVINA 1 (Indonesia)

London, May 12 — Maritime Court judges decided yesterday to ban Andi Kurniawan, captain of the ill-fated ferry *Levina 1*, from sailing for five months. Andi's assistant, Sumaryono, was banned for three months. Presiding Judge Delson Nainggolan said the ferry's crew were found guilty of neglecting safety procedures during the voyage. "The crew did not remind drivers not to sleep or to smoke on the ferry's car deck, where there were parked trucks and cars," Delson said as quoted by Detik.com news portal. "The captain also did not check the stuff loaded into the trucks," he added. The *Levina 1* caught fire in waters off Jakarta shortly after leaving Tanjung Priok in North Jakarta on Feb 22, claiming 50 lives. Police have not yet made any statements regarding the cause of the fire, but speculation is rife that an explosion was caused by flammable substances stowed on trucks parked on the ferry's car deck. A panel of judges concluded that the vessel's captain, Andi, had done his utmost upon being notified of the on board fire. They said he immediately instructed all crew members to evacuate as many passengers as possible. Defective lifeboats on the ferry are believed to have been the chief factor leading to the great number of fatalities in the incident.

MANILA BAY 1 (Philippines)

Manila, May 15 — Repairs are continuing on passenger ro/ro *Manila Bay 1* at the Gothong Wharf, Pier No.7 in Mandaue City, central Philippines. — Correspondent.

MARTA SATU (Indonesia)

London, May 10 — A press report, dated yesterday, states: General cargo *Marta Satu* (4225 gt, built 1976) capsized in waters near Sekala Isle in the Kangean Island group, off the Madura coast, East Java Province, after its engine broke down and it ran aground Friday (May 4). "We finally got confirmation that *Marta Satu* had capsized and its 23-member crew arrived safely here," Head of the

Kangean harbour administration Abu Yasid said today. The vessel left Makassar harbour, South Sulawesi, for Lembar, West Lombok, West Nusa Tenggara (NTB) the previous Saturday (Apr 28) with a cargo of around 6,000 sacks of cement. Abu Yasid said that information on the incident had been difficult to get and confirm because the accident site was very remote.

MARTYN LATSIS (Ukraine)

Portsmouth, UK, May 14 — Ukrainian dry cargo barge *P-3032*, which was towing the general cargo *Rzhishchiv*, in collision with general cargo *Martyn Latsis* (2466 gt, built 1982) in the region of the port of Reni, May 12. As a result of incident both vessels sustained severe damage to their superstructures. An investigation of the incident is being headed by the captain of the port of Reni. — Correspondent.

MATIAS FERAUSUIN

Buenos Aires, May 11 — Sand vessel *Matias Ferausuin* is not operating. Vessel is still replacing its engines and electrical wiring. These repairs are estimated to be finished by the end of the year. — Lloyd's Agents. (Note — *Matias Ferausuin* was anchored near Baradero, River Parana Guazu, when it was struck by bulker *Oneida* and sank on Mar 7, 2005. Vessel was subsequently refloated May 8, 2005, and towed to Campana.)

MELDERSKIN (Norway)

Sandnes, May 14 — Roll On Roll Off *Melderskin* is still at Wartsila Shipyard, Rubbestad, undergoing repairs. ETC unknown. — Correspondent.

MELINA & KEITH II (Canada)

London, May 12 — A press report, dated May 11, states: A couple of reports jointly issued today by the Canadian Coast Guard and the Department of National Defence into the sinking of fishing (general) *Melina & Keith II* in 2005 off Cape Bonavista recommended 35 ways to improve the search and rescue system. The crew of the boat called for help at 1518 hrs but a helicopter wasn't dispatched from Gander until 1735 hrs. The Transportation Safety Board has yet to issue its report on the incident. (Note — *Melina & Keith II* sank in calm seas off Newfoundland in lat 48 55.6N, long 51 18W, Sep 12, 2005. Four of the eight crew rescued.)

MIGHTY DANDY (Panama)

London, May 12 — General cargo *Mighty Dandy* sailed Sakaide May 10.

MIKHAIL DUDIN (Malta)

Riga, May 15 — General cargo *Mikhail Dudin* is still in Ventspils. Spare parts are partly received. — Lloyd's Agents.

MINERVA CONCERT (Greece)

London, May 15 — Following received from Aarhus MRCC, timed 0708, UTC: Crude oil tanker *Minerva Concert* (56477 gt, built 2003), Fredericia for

Rotterdam with 81,200 tonnes crude oil, grounded at Hatter Barn, in lat 55 53.75N, long 10 56.25E, at 1710, UTC, May 14. The vessel is still aground and no pollution is reported. An inspection will be carried out later today.

Copenhagen, May 15 — Crude oil tanker *Minerva Concert* ran aground sometime last night on Hatterbarn, while on voyage from Fredericia to Rotterdam, with a full cargo of crude oil. The vessel is still grounded as of this morning in position lat 55 53.75N, long 10 56.26E. Several Svitzer tugs are on the scene as well as the Danish Navy's environmental fleet. The vessel had a Danish pilot on board. — Correspondent.

Copenhagen, May 15 — Crude oil tanker *Minerva Concert* ran aground on the reef "Hatter Barn", just east of the island of Samsøe, Denmark, Monday evening (May 14). The vessel was carrying 81,200 tonnes of oil from Frederica, Denmark to Rotterdam. There have been no reports of the vessel leaking oil and the Admiral Danish Fleet has informed us that there is no imminent risk either. It has not yet been decided when the vessel will be refloated. The vessel had taken a pilot on board and he was present on the bridge at the time of grounding. — Lloyd's Agents.

London, May 15 — Following received from Aarhus RCC, timed 1505, UTC: Crude oil tanker *Minerva Concert* remains aground. Today about 6,000 tonnes of fuel oil were transferred from vessel's No 1 tank to No 6 tank, after which two tugs attempted to refloat it. However, this operation was unsuccessful and a salvage plan is presently awaited from insurers, etc. It may be necessary to transfer around 6,000-7,000 tonnes of cargo to another vessel.

London, May 15 — A press report, dated today, states: Attempts to refloat crude oil tanker *Minerva Concert* failed today, a Danish navy spokesman said. "Two Danish tugs attempted to pull her loose twice today with the help of the rising tide, but failed," Kjeld Gaard, spokesman for the Admiral Danish Fleet Headquarters said. *Minerva Concert* ran aground late yesterday after straying out of shipping lanes en route from Frederica to Rotterdam. "We will need to lighten its load in order to pull it out," Gaard said. He said the insurance company was "developing a new plan to refloat the tanker with other ships transferring some of the load", adding: "Another attempt will be made within the next two days." Gaard said the area had been examined by two Danish anti-pollution vessels but there was no sign of an oil spill near the double-hulled tanker. Aristotelis Ianniou, chief executive officer of the shipping company in Athens said that the accident was caused by "a crack in the ballast in the front of the vessel." Ianniou blamed the incident on an error made by one of the two Danish pilots who were on board the ship.

London, May 16 — Following received from Aarhus RCC, timed 0845, UTC: Crude oil tanker *Minerva Concert* remains aground. We are still awaiting

a salvage plan, which is expected to be submitted once owners/insurers/P&I Club have obtained a suitable vessel to receive some of the tanker's cargo.

Kiel, May 16 — An attempt to refloat crude oil tanker *Minerva Concert* off Samsø in the afternoon of May 15 by its own means failed. The crew had rearranged some of the cargo in an attempt to get the vessel off the ground at high tide. Now the shipowner is looking for other possibilities of lightering 10,000 tons of the cargo. One ballast tank of the ship is damaged. — Correspondent.

London, May 16 — Understand salvage services are being rendered to crude oil tanker *Minerva Concert* by SMIT Salvage BV under Lloyd's Open Form 2000, dated May 15.

London, May 17 — Following received from Aarhus RCC, timed 1115, UTC: Crude oil tanker *Minerva Concert* remains aground. A vessel is due on scene tomorrow to carry out lightering operations.

MISTRAL (Netherlands)

Kiel, May 11 — General cargo *Mistral*, length 70 metres, homeport Swifterbant, sprang a leak at Urk in the evening of May 8 and needed the help of the local rescue vessel. The vessel was loaded with sand. The wife of the master and two children were evacuated and taken to a dredger which was lying nearby. *Mistral* was dewatered with additional pumps. — Correspondent.

NA-KAO (U.S.A.)

Honolulu, May 11 — It was decided that tank barge *Na-Kao* would be repaired in the water in Honolulu. Bids were solicited and repairs are being completed by C & S Services at Pier 27. The cost is estimated to be approximately US \$800,000, ETC for repairs is unknown at present. — Lloyd's Agents.

NORDIA (Greece)

Kiel, May 11 — In the midday hours of May 10 Roll On Roll Off *Nordia* (7395 gt, built 1991) sustained machine trouble and had to drop anchor off Kvalen, in the Norwegian Haugesund. The loaded vessel requested assistance from the local rescue centre. — Correspondent.

London, May 14 — Roll on roll off *Nordia* arrived Amsterdam May 13.

NORDSTRAND (U.K.)

Zeebrugge, May 14 — General cargo *Nordstrand* (1970 gt, built 1991), which sailed Ghent at 1320, local time, today, was in collision with inland barge *Baume* on the Terneuzen-Ghent canal at 1430 hrs. — Lloyd's Sub-agents. (Note — According to Lloyd's MIU AIS, *Nordstrand* was located stationary in 51 13 16.11N, long 03 48 10.01E, at 1400, UTC, today.)

Maassluis, May 14 — General cargo *Nordstrand* in collision with the barge *Baume* at around 1430, this afternoon. The collision was caused by steering problems. After the collision, *Nordstrand* was grounded for a short

while. Vessel refloated and is moored at Zuidchemie (Sas van Gent) for further inspection. — Lloyd's Sub-agents.

Kiel, May 15 — At 1415, local time, May 13, general cargo *Nordstrand*, homeport Cowes, was in collision with barge *Beaume* on the canal from Gent to Terneuzen. *Nordstrand* ran aground at the glass factory Van Sas, Gent, after the collision. It was able to refloat under its own power and berthed at Zuid-Chemie for inspection. Tug *Hendrik 6* which had rushed to the scene was not needed. *Beaume* was secured at the shore close to the glass factory, with some damage at the port foreship. *Nordstrand* also sustained slight damage in the foreship region. — Correspondent.

OCEAN JEWEL OF ST. PETERSBURG (St. Vincent & Grenadines)

Santo Domingo, May 11 — Passenger (cruise) *Ocean Jewel of St. Petersburg* remains unrepaired at Las Calderas. — Lloyd's Agents.

OLEN (Norway)

Sandnes, May 14 — Roll On Roll Off *Olen* (904 gt, built 1977) grounded outside Krokeide today (May 14), when arriving from Hufthammer. There were six cars and 11 passengers on board. The ferry is now taken out of service for inspections. — Correspondent.

ORADEA

Bucharest, May 10 — Pusher tug *Oradea* is still at Giurgiu in the same position. Owners' intentions are to have vessel refurbished and returned to service at some stage but apparently not in the very near future. — Lloyd's Agents. (Note — *Oradea* reported towed to Giurgui following refloating Sep 18, 1998, and still in port as of May 15, 2006.)

OTM 3072 (Canada)

Kiel, May 11 — On May 10 a first attempt was undertaken to right the capsized barge *OTM 3072*, 2706 gt, length 90,7m, breadth 21,95m, with the help of tug *Western Tugger*. As the attempt failed, tug *Northern Tugger* was requested to help getting the vessel on an even keel. *OTM 3072* capsized on Oct 29, in rough seas in the St. Lawrence Gulf close to Sandy Beach Wharf, on the way to Trois Rivieres, Quebec, carrying two hydraulic cranes and wood. — Correspondent.

Kiel, May 14 — A second attempt to return barge *OTM 3072* to an even keel in Gaspe harbour on May 12 was unsuccessful due to a dragging anchor. Tugs *Northern Tugger* and *Western Tugger* were involved in the unsuccessful attempt. — Correspondent.

Kiel, May 16 — Tugs of the Miller Group succeeded in turning over the sunken barge *OTM 3072* in the night of May 15. The wood carrier is now lying upright and operations to refloat the vessel were ongoing. The bow of the wreck was still submerged. — Correspondent.

PAC ANTARES (Singapore)

London, May 14 — Following received from Coast Guard New Orleans, timed 1650, UTC: Part containerised general cargo *PAC Antares* (20471 gt, built 2003) reported fire in a starboard cargo hold at State Port, Morehead City, NC, at 1617, UTC, Apr 29. At 1649, UTC, same day Coast Guard cutter *Shearwater* reported the hold had been sealed and carbon dioxide released. Apparently while discharging rubber from No.4 hold stevedores notice smoke coming from the 'tween deck. There were no injuries. (Note — *PAC Antares* had sailed Teluk Bayur Mar 24 and was last reported to have arrived New Orleans May 8.)

PADOVA (Panama)

London, May 11 — A press report, dated today, states: The frigate HMAS *Adelaide* responded to a distress call from refrigerated general cargo *Padova* (7983 gt, built 1983), an Australian Defence Department statement said. *Padova* had reported a fire in its auxiliary engine-room and a seriously injured crew member. *Adelaide* transferred a response team, including a medical sailor, to the vessel where they were joined by a doctor from the Singaporean Navy vessel, RSS *Vengeance*. The injured crew member from *Padova* was in a critical condition with severe burns. He was immediately transferred to *Adelaide* for evacuation ashore by a Singaporean Air Force helicopter, which recovered him from *Adelaide's* flight deck. The Australian Navy team stayed on *Padova* and used damage control equipment to confirm that the vessel's fire was out. (Note — According to Lloyd's MIU AIS *Padova* was reported 5 nautical miles from Batu Ampar, Indonesia, in lat 1 14 39.6N, long 104 2 20.4E, speed 17.6 knots, course 80 deg, at 0100, UTC, May 10.)

London, May 11 — An Australian Defence Department press release, dated May 10, states: While conducting exercises in the South China Sea with the Republic of Singapore Navy, HMAS *Adelaide* has responded to a distress call from refrigerated general cargo *Padova*. *Padova* had reported a fire in its auxiliary engine-room and a seriously injured crew member. *Adelaide* closed the position of *Padova* without delay and the frigate's crew prepared to render assistance. On arrival, *Adelaide* transferred a response team, including a medical sailor, to the stricken vessel. They were joined by a doctor from the Singaporean Navy vessel, RSS *Vengeance*. The injured crew member from *Padova* was in a critical condition having suffered severe burns. He was immediately transferred to *Adelaide* for evacuation ashore by a Singaporean Air Force helicopter, which subsequently recovered him from *Adelaide's* flight deck. The Australian Navy team stayed on *Padova* and used damage control equipment to confirm that the vessel's fire suppression system had successfully put out the fire. Singapore tug/supply *Kendrick* that had been involved in exercises

with *Adelaide*, also remained in company with *Padova* to provide fire main water.

London, May 11 — Understood a salvage tug is proceeding to the scene of refrigerated general cargo *Padova*.

London, May 11 — Following received from the managers of refrigerated general cargo *Padova*, dated today: *Padova* remains in the same position, six miles off Singapore. Tug *Ena Legend* is on scene but the vessel's crew are hoping to resolve the problem themselves and restart the engines.

London, May 16 — Following received from Singapore Port operations, timed 0153, UTC: Refrigerated general cargo *Padova* still awaiting owners' decision regards salvage/repairs.

PAKRI VICTORY (Madeira)

See "Belgium" under "Port State Control."

PANTAS NO.1 (South Korea)

See "Bluff Harbour, New Zealand" under "Pollution".

PARIS EXPRESS (Germany)

London, May 11 — A press report, dated yesterday, states: Styrofoam packing material began washing ashore on the beaches of the North Carolina Outer Banks yesterday afternoon as a result of Container Carrier *Paris Express* (53815 gt, built 1994) encountering severe weather off the coast. The debris field ranges from Cape Lookout northward to the Virginia border. The most densely littered areas are from Cape Lookout to Cape Hatteras. Late Sunday (May 6) evening, the Hapag-Lloyd vessel encountered severe weather in the Atlantic while en route from Savannah to Norfolk, resulting in the loss of 21 containers overboard, including some containing Styrofoam "peanuts." None of the cargo involved was listed as hazardous material, although the Styrofoam could potentially be harmful to pristine National Seashore areas, including critical nesting habitat for endangered turtles and various bird species in the two National Seashores. The responsible party, Hapag-Lloyd, acted promptly and engaged a contractor, Moran Environmental Recovery, to take the necessary action to remove the debris immediately. Hapag-Lloyd is working closely in this clean up effort with the Unified Command, which includes the National Park Service, United States Coast Guard, and North Carolina Emergency Management. Other agencies involved include the North Carolina Wildlife Resource Commission, Carteret County Emergency Management, Dare County Emergency Management, Hyde County Emergency Management, and Currituck County Emergency Management.

London, May 12 — A press release from the United States Coast Guard, dated yesterday, states: Container Carrier *Paris Express*: Packaging foam was removed from nearly ten miles of Outer Banks coastline today as cleanup crews scoured the National Seashores at Cape Lookout and Hatteras Island,

N.C. The National Park Service, Hapag-Lloyd and Moran Environmental Recovery will continue to work together to finish cleaning beaches affected by packing material that began washing ashore Wednesday (May 9).

London, May 16 — According to Lloyd's MIU AIS, Container Carrier *Paris Express* was located in lat 49 48N, long 10 30W, at 0600, UTC, today.

PORT LOUIS (Marshall Islands)

Kiel, May 16 — Product tanker *Port Louis* (24910 gt, built 2002), which was lying for repairs at MBB in Bremerhaven, caused oil pollution in Kaiser Harbour 1 on May 12. The crew of the vessel illegally pumped oil into the harbour which caused a spill of 5000 square metres. About 14 cubic metres of oil sludge were pumped into the water as well as 10 cubic metres contaminated water from the boiler and cool water system. A special firm from Bremerhaven removed the oil. Three East European engineers of the vessel were fined with E15000 by the police. The police started investigations against the vessel's crew. — Correspondent. (Note — *Port Louis* arrived Bremerhaven Apr 27.)

PRECIOUS (Panama)

Chittagong, May 13 — Local agents of general cargo *Precious* report vessel still under repair, ETC May 15. — Lloyd's Agents.

Chittagong, May 17 — Local agents of general cargo *Precious* report that the vessel is still under repair. ETC May 27. — Lloyd's Agents.

RIKKE THERESA (DIS)

Dover, May 15 — Chemical tanker *Rikke Theresa* (2666 gt, built 2007) arrived Chatham at 2205, May 11 and is presently at No 5 berth reporting main engine failure. Engine tests are presently being carried out. — Lloyd's Agents.

London, May 17 — Chemical tanker *Rikke Theresa* sailed Chatham May 15 and according to Lloyd's MIU AIS was 11.7 nautical miles from Deauville, France, at 0338, UTC, today.

RIVER ALN (Antigua & Barbuda)

London, May 17 — Following received from Coastguard Falmouth, timed 0858, UTC: General cargo *River Aln* (2829 gt, built 2001), Motril for Liverpool, with 3,800 tonnes of animal pellets, is currently drifting in lat 49 09.16N, long 06 01.8W. Vessel has problems with salt water cooling of main engines and is unable to repair without specialist help. Commercial tug tasked. Tug *Kingston* en route. ETA 1300, UTC.

RMS KIEL (Antigua & Barbuda)

London, May 15 — Part containerised general cargo *RMS Kiel* passed Brunsbuttel May 12.

ROERBORG (Netherlands)

London, May 15 — Container carrier *Roerborg* sailed Amsterdam May 14.

RUHR N. (Liberia)

London, May 12 — Bulk ore carrier *Ruhr N.* arrived Qingdao May 7.

RZHISHCHIV

See *Martyn Latsis*.

SAN REMO (St. Vincent & Grenadines)

Gothenburg, May 15 — General cargo *San Remo* is still under repairs. The vessel was docked at Gotenius Shipyard last week and at this point they still don't know when the repairs will be completed due to the fact that the damage was rather severe. — Lloyd's Agents.

SCAN FJELL (DIS)

London, May 16 — General cargo *Scan Fjell* passed Skaw northbound May 15 and according to Lloyd's MIU AIS was 1.2 nautical miles from Ryvingen, Norway, at 0606, UTC, today.

SCHUYLKILL (U.S.A.)

London, May 14 — A press report, dated today, states: The Chesapeake and Delaware Canal was closed today following a collision between tug *Schuykill* (89 gt, built 1981) and sailboat *Heron*, authorities said. The Army Corps of Engineers ordered that the canal linking the Chesapeake and Delaware bays closed while crews work to remove the wreckage of *Heron*, which sank after colliding about 0300 hrs with the tug just west of Chesapeake City. Scott Winslow, a search and rescue controller with the Coast Guard in Baltimore, said he did not know how long the canal would be closed. As of 1300 today, the closing had affected two large container vessels, as well as six tugs and barges, Winslow said. Three people on board *Heron*, which was eastbound under engine power at the time of the collision, were treated at Union Hospital in Elkton for minor injuries and released, Winslow said. Winslow said the wreckage of *Heron*, a 45-foot wooden schooner built in 1911 and based out of Port Monmouth, N.J., remained a hazard for shipping, and that a three-foot section of its mast jutted above the surface of the water. A fuel barge that *Schuykill* was towing to Baltimore did not appear to have sustained any damage, Winslow said. The collision remains under investigation.

London, May 15 — A Coast Guard Atlantic City press release, dated today, states: The Coast Guard, Army Corps of Engineers and local and state agencies are monitoring the salvage of sailing vessel *Heron* today that sank early yesterday morning in the Chesapeake and Delaware (C&D) Canal, about two miles west of Chesapeake City, Md. The waterway, which connects the Chesapeake Bay and Delaware Bay, is closed to all vessel traffic until a time when the sailboat can be removed as a hazard to navigation. All crewmembers on board the sailing vessel have been rescued. At this time, there are eight tugs with barges awaiting transit through the

C&D Canal - four attempting to transit from the Chesapeake Bay to the Delaware Bay and four awaiting transit the opposite direction. Coast Guard Sector Baltimore was notified at about 0340 yesterday that a collision had occurred between tug *Schuykill* and the sailing vessel *Heron* at the west end of the canal. The Coast Guard immediately launched a rescue boatcrew from Station (Small) Stillpond, in Kent County, Md, and began issuing an urgent marine information broadcast, warning mariners of the accident. Also responding to the accident were the Maryland State Police, Maryland Natural Resource Police and Cecil County Fire and Rescue. All three people onboard *Heron* were rescued by a boatcrew from Cecil County Fire and Rescue and were transported to Union Memorial Hospital with reportedly minor injuries. The Army Corps of Engineers promptly closed the C&D Canal to marine traffic and the Coast Guard began transmitting a Broadcast Notice to Mariners over marine radio, alerting mariners that the waterway was closed. The owner of *Heron* has contracted the salvage of the sailing vessel with a commercial company. There have been no reports of significant damage to *Schuykill*. It currently resides at its mooring in Baltimore. Investigators from Coast Guard Sector Baltimore, with assistance from the Maryland Natural Resource Police, are investigating the cause of the accident, which is not known at this time.

Baltimore, MD, May 16 — Understand that the Chesapeake & Delaware Canal was closed about 0400, May 14, reportedly because of a collision between tug *Schuykill* and yacht *Heron*. The Canal remained closed until 1330, May 15, when it reopened to traffic. The collision remains under investigation and the US Coast Guard has not yet released their findings. Three people on the yacht were treated for minor injuries and released from a local hospital. Our local Maritime Exchange reports that very few commercial vessels were affected by the canal closure. — Lloyd's Agents.

London, May 16 — A Coast Guard Atlantic City press release, dated May 15, states: A commercial salvage company successfully raised the sailing vessel *Heron* (which sank following a collision with tug *Schuykill*) from the waters of the Chesapeake and Delaware Canal at about 1130 hrs, pumped out the remaining water and placed the vessel on a crane barge. Following a survey by the Army Corps of Engineers survey boat *Shuman*, the waterway was determined to be clear of obstruction and was officially reopened at 1322 hrs. *Heron* is a 45-foot wooden schooner, homeported in Port Monmouth, NJ, and was built in 1911. The cause of the accident is under investigation by personnel from Coast Guard Sector Baltimore and the Maryland Natural Resources Police.

SEA DIAMOND (Greece)

London, May 10 — A press report, dated today, states: Authorities on Santorini yesterday threatened legal action against the Merchant Marine Ministry and the shipping firm that owns passenger (cruise) *Sea Diamond*, whose wreck lies on the seabed in the island's partly submerged volcanic crater. Community leaders are concerned, as it has been 35 days since the sinking and the removal of tons of fuel and chemicals from the wreck has not yet begun. They want details about the amount of fuel and chemicals in the wreck and when their removal will begin. Meanwhile judicial sources said that the vessel's data recorder had recorded conversations between the master and crew several hours before and after the collision. However, the same sources said that it may not have recorded any information between the evening of Mar 8 and the following morning, when the vessel sank.

SEA PRINCESS (Bermuda)

London, May 13 — A press report, dated today, states: More than 2,000 cruise passengers have had their holiday cancelled after a problem was discovered with passenger (cruise) *Sea Princess* (77499 gt, built 1998). The vessel was due to leave Southampton today but holidaymakers awoke to find that it had not moved and that the cruise had been cancelled. Princess Cruises said the cancellation was caused by "a technical problem which became apparent on the final day of the last sailing." A spokeswoman from Princess Cruises said: "All passengers will receive a full refund and a 25% discount on any future cruise. Our customer service team has been on hand to assist all passengers with their onward travel arrangements. *Sea Princess* will resume normal operations May 26 following repairs. We are enormously disappointed not to be able to offer our passengers this cruise but the safety of our passengers is of the utmost priority."

SEAPOWET (Bahamas)

London, May 11 — Following received from Coast Guard New Orleans, timed 1335, UTC: Combined bulk and oil carrier *Seapowet* has completed repairs and ready to depart. (Note — *Seapowet* according to Lloyd's MIU AIS, in lat 25 57 25.66N, long 79 52 2.53W, speed 14.8 knots, 16 nautical miles from Port Laudania at 0531, May 11.)

SHAH BADAR-I

Chittagong, May 16 — According to owner's agents in Chittagong the situation regarding vessel *Shah Badar-I* remains unchanged. — Lloyd's Agents.

SHLUZOVY 140 (Russia)

Portsmouth, UK, May 14 — Tug *Shluzovoy 140* was holed after running aground on a sandbar in Petrovskiy fairway, one of the approach channels to the port of St. Petersburg, at 2059, May 12. On May 13 there was a threat of a spill of petroleum products from the damaged vessel which was carrying

15 tonnes of diesel fuel. Rescue operations were carried out by the specialists of Sea Rescue Co-ordination Centre. — Correspondent.

SINOTRANS YOKOHAMA (Cyprus)

Yokohama, May 15 — Container carrier *Sinotrans Yokohama* (9910 gt, built 2005), Tokyo for Shanghai, developed engine trouble 221 deg and 22.5 miles from Irozaki Lighthouse, Shizuoka prefecture, at 1137, May 7, and was unable to navigate. The vessel was towed to Honmoku A-8 Wharf, Yokohama, at 1823, May 9. — Lloyd's Agents. (Note — According to Lloyd's MIU AIS, *Sinotrans Yokohama* was still in port at Yokohama at 0526, UTC, May 15.)

Yokohama, May 16 — Container Carrier *Sinotrans Yokohama* sailed Yokohama May 15 for Shanghai. — Lloyd's Agents.

SLOPS (Greece)

London, May 17 — Sludge carrier *Slops* arrived Aliaga, to be broken up, Apr 27. (Note — *Slops* had been detained at Piraeus since prev Jun 3, 1994, and subsequently had a fire in cargo tanks while repairing in the Kynossoura area Apr 10, 2006.)

SPIRO F. (Malta)

Portsmouth, UK, May 13 — Sludge carrier *Spiro F.* (900 gt, built 1968) was in collision with fishing (general) *Carmela I* about seven kilometres off Valletta at 2140, May 11. No one was injured and *Spiro F.* did not appear to have sustained any damage. However, as the trawler started to take in water, it was lashed alongside the sludge carrier. The two vessels later returned to Grand Harbour. The Malta Maritime Authority has commenced an investigation. — Correspondent.

STAR FERRY 1 (Philippines)

Manila, May 15 — Repairs to Roll On Roll Off *Star ferry 1* have been completed. The vessel left Philippine Trigon Shipyard, in Cebu, on May 13, bound for Albay province in southern Luzon island. — Correspondent.

STOLT CREATIVITY (Cayman Islands)

London, May 11 — Combined chemical and oil tank *Stolt Creativity* sailed Braithwaite Apr 27 and passed Panama Canal, westbound, May 4.

SUPERFERRY 9 (Philippines)

Manila, May 15 — Roll On Roll Off *Superferry 9* was not able to enter Keppel Cebu Shipyards' dry dock today as originally scheduled. According to Keppel Cebu's Marketing Department, the vessel was not accommodated because there was still "no fixed order for dry dock." Afloat repairs are still continuing on the vessel. — Correspondent.

TAHOMA REEFER (St. Vincent & Grenadines)

London, May 15 — A press report, dated May 14, states: Machete-wielding pirates boarded refrigerated general cargo *Tahoma Reefer* (3684 gt, built

1980) over the weekend (May 12/13), forced its crew to disembark and stole the vessel, the vessel's master said Monday (May 14). A U.N. helicopter saw the vessel being towed away and one person was arrested in connection with the incident, U.N. spokesman Ben Malor said. Two boats towed the vessel deep into neighbouring Ivory Coast's waters, Malor said. *Tahoma Reefer* had engine problems off Liberia's coast and docked in Monrovia, where the crew was awaiting mechanical help, said Volodymyr Shteynberh, the vessel's master. Four days after it docked, Saturday, two fishing boats approached the vessel and around 25 pirates jumped on board brandishing machetes, Shteynberh said. The master said that three crew members were injured before the vessel was towed away in the direction of Ivory Coast. "Two received cuts on their heads," Shteynberh said. The vessel was carrying several thousand tons of fuel. Shteynberh said he was worried that if the fuel spills into the ocean, "it will cause serious ecological problems for the coast and for the region."

Monrovia, May 15 — Pirates armed with machetes boarded broken-down refrigerated general cargo *Tahoma Reefer* off Monrovia, beat up the crew and later towed it away towards Ivory Coast, the vessel's Bulgarian owner said today. *Tahoma Reefer* had been docked off Monrovia after a fire destroyed its upper deck last August, owner Valentine Mihakov said. He said he had planned to tow the ship to Italy for repairs and then later sell it on. "The ship was stolen by pirates who came on two fishing boats, they beat up my crew and three of them are in hospital," Mihakov told Reuters by phone from Spain. "I want to know what has happened because I just bought the boat two months ago." The master of the ship, Volodymyr Shteynberh, said the vessel had been stolen while his crew were in hospital being treated for wounds received in the initial attack. He said he had informed United Nations' police officers, in Liberia to restore order after an on-off 1989-2003 civil war, as well as British diplomats in the country. A helicopter from the U.N. peacekeeping mission in Liberia (UNMIL) spotted the freighter being towed towards Ivorian waters but was not able to intercept it, U.N. spokesman Ben Malor said. "We got a report that the vessel had gone missing. An UNMIL helicopter deployed on a search operation and spotted it being towed by two small boats some 13 nautical miles offshore towards Ivory Coast," he told Reuters. "But UNMIL does not have the maritime capacity to get the vessel. The best we can do is monitor the situation and support the authorities in Liberia," he added. Mihakov said his local contacts had told him the French navy, based off Ivory Coast, were involved in the search for the vessel. French military officials in Ivory Coast could not immediately confirm those reports. — Reuters.

London, May 17 — A press report, dated May 16, states: Machete wielding pirates boarded refrigerated general cargo *Tahoma Reefer* near the Liberian capital of Monrovia, beat up the crew and towed her towards Cote d'Ivoire, the Bulgarian owner of the vessel Valentin Mihalkov announced from Spain as quoted by state news agency BTA. Mihalkov said he had bought the *Tahoma Reefer*, whose upper deck was damaged by a fire. He intended to tow the ship to Italy, repair and sell her. The pirates came by two fishing boats. Three of the crew members were hospitalised after the attack. The Ukraianian shipmaster Volodimir Steinberg said the assailants stole the ship while the crew was being treated for injuries at a hospital in Monrovia after the attack. A helicopter crew of the UN peacekeepers spotted the stolen ship being towed to Cote d'Ivoire waters but could not interfere. Mihalkov said he learned that French naval forces off Cote d'Ivoire coast have joined the search of the stolen vessel.

THE 205 (U.S.A.)

London, May 11 — TODCO results of operations for the first quarter of 2007 included a \$4.1 million charge for repair costs related to drill platform *THE 205*/cargo vessel incident in December. The Company expects to pursue recovery of the repair costs from the cargo vessel's owner.

THE 256 (U.S.A.)

London, May 11 — TODCO results of operations for the first quarter of 2007 included a \$7.6 million insurance recovery from the May 2006 fire (at a Galveston shipyard) on drilling platform *THE 256* (before reported as TODCO 256).

TRANSFER (Antigua & Barbuda)

Belize City, May 10 — Part containerised general car *Transfer* is still sitting on the reef. The vessel is now a rusting hulk and for all intents and purposes will not be removed. — Lloyd's Agents. (Note — *Transfer* ran aground on Lighthouse Reef, Belize, in lat 17 24N, long 87 28W, Jan 7, 2005.)

TROLLFJORD (Norway)

Kiel, May 11 — The Hurtigruten ferry, passenger ro/ro *Trollfjord* was still berthed in Svolvaer yesterday, after its grounding in the Raft Sound north-east of Svolvaer, at 1700 hrs, May 9. None of the 374 passengers and 65 crew were hurt. The passengers disembarked in Svolvaer after the ship berthed there at 1815 hrs, following safety checks after the incident. They were partially carried by *Kong Harald*. Others will board a plane. The sailing of *Trollfjord* from Bergen to Kirkenes and back from May 12-23 has been cancelled as the ship will have to be repaired in Bergen. The vessel is scheduled to re-enter service on May 23 from Bergen. — Correspondent.

Sandnes, May 15 — Passenger ro/ro *Trollfjord* arrived Bergen at 1510, local time, May 13, for repairs. — Correspondent.

TULA (Liberia)

London, May 11 — Combined chemical and oil tanker *Tula* sailed Portland 0639 today and according to Lloyd's MIU AIS was in lat 50 17 01N, long 03 25W, at 1230, UTC, today, speed 12 knots, course 184 degrees.

VAGABOND (Panama)

Tortola, May 12 — Roll On Roll Off *Vagabond* is still "sunk" in the same location. Understand there are no immediate plans to salvage the vessel but it maybe salvaged/disposed off during the summer months. — Lloyd's Agents.

VASSILIKI T. (Greece)

Piraeus, May 16 — Bulker *Vassiliki T.* commenced repairs May 6 and completed same on May 7. The vessel sailed May 8 for Thessaloniki. — Lloyd's Agents.

VASSILIOS XVIII (Greece)

Piraeus, May 11 — Asphalt tanker *Vassilios XVIII* (1471 gt, built 1977) ran aground in shallow waters near to the port of Milos yesterday, while sailing from Eleusis to Milos. All 13 crew members were reportedly healthy. No pollution was reported. The vessel subsequently proceeded under its own power to the port of Milos. After inspection it was ascertained that no damage had been sustained. *Vassilios XVIII* is scheduled to sail today for Iraklion. — Lloyd's Agents.

Piraeus, May 11 — At around 1400 hrs, on May 10, asphalt tanker *Vassilios XVIII* grounded in shallow waters north-east of Milos island in the Gulf of Voudia. On board were 13 crew members who are in good health. The vessel refloated by her own means and anchored safely in the area. Previously the vessel had departed from Eleusis bound for Milos-Heraklion with 1,864 tons of fuel cargo on board. The Port Authority of Milos prohibited departure pending inspection by class. — Correspondent.

London, May 14 — According to Lloyd's MIU AIS, asphalt tanker *Vassilios XVIII* was located 8.4 nautical miles from Piraeus, in lat 37 48 12.84N, long 23 37 09.18E, at 1344, UTC, today, course 154 deg, speed eight knots.

VIRTUSU (Isle of Man)

Maassluis, May 16 — Understand that repairs to general cargo *Virtusu* will be completed by the end of next week. — Lloyd's Sub-agents.

VOLGO-BALT 209 (Russia)

St. Petersburg, May 16 — Understand from Port Authority that general cargo *Volgo-Balt 209* is under repair at the shipyard in Baltiysk. Prospects for completion of the repairs are not available. — Lloyd's Agents.

W-O TSJOCH (Marshall Islands)

London, May 16 — Combined chemical and oil tank *W-O Tsjoch*, now renamed *W-O Emocean*, passed Brunsbittel eastbound May 6 for Malmö, passed Brunsbittel westbound

May 10 for Port Jerome, and according to Lloyd's MIU AIS was 45 nautical miles off Salcombe on May 12.

W.D.FAIRWAY (Netherlands)

London, May 11 — A Boskalis Westminster NV press release, states: Following on from the recent report about the collision involving hopper dredger *W.D.Fairway* in China, CEO Peter Berdowski announced that current information indicates that there is a constructive total loss. Given this, Boskalis has decided to build a new megahopper with a capacity of 40,000 cubic metres. The company has signed a Letter of Intent to that effect with the shipyard IHC Holland. The vessel will be completed in the spring of 2011. A constructive total loss of *W.D.Fairway* means that Boskalis will receive insurance payments amounting to a total of more than Euro 165 million.

WILLEM VAN DER ZWAN (Netherlands)

Kiel, May 16 — The fire damaged fishing (general) *Willem Van der Zwan* was towed into a drydock in the morning of Mar 15. — Correspondent.

WILSON EXPRESS (NIS)

Kiel, May 16 — Refrigerated general cargo *Wilson Express* (6182 gt, built 1983), Sunndalsora for Rotterdam, with 4,500 tons of aluminium, had to be towed into the port of Vanylvsgapet after it sustained machine damage and drifted towards land. It had been secured by the rescue boat *Emmy Dyvi* as it was in danger of running aground and anchored off Haugsholmen. *Wilson Express* sailed from Sunndalsora on May 14. — Correspondent.

London, May 17 — Following received from Stavanger RCC, timed 0950, UTC: Refrigerated general cargo *Wilson Express* sustained crankshaft damage in approximately lat 62 12N, long 05 04E, at 0400, local time, May 15. Vessel was taken in tow by a rescue vessel and was berthed safely alongside at an island north of More around 0910, local time, same day. It subsequently arrived Aalesund around 1400, UTC, May 16, where it remains at present.

WIN SHENG (Panama)

Stanley, May 10 — Refrigerated general cargo *Win Sheng* (4177 gt, built 1979) went aground at approximately 2000, May 9, and was refloated using own engines. Divers examining vessel for any damage today. — Lloyd's Agents. (Note — According to Lloyds MIU AIS, *Win Sheng*, 2.4 nautical miles from Stanley Harbour, speed 6.1 knots, in lat 51 40 2.898S, long 57 47 49.21W, at 1342, UTC, May 10, destination Berkeley Sound.)

London, May 11 — A press report, dated today, states: Refrigerated general cargo *Win Sheng* ran aground in heavily mined Hell's Kitchen in outer Port William on Wednesday night. It later refloated towards high water under its own power. Marine Officer, Jon Clark said it appears the ship was "fairly lightly aground" in the forepart of the vessel. It had been into

Port William to obtain customs outward clearance and was leaving when the grounding occurred. The reason for grounding is, "as yet unclear," Mr Clark added.

Stanley, May 14 — Divers inspected refrigerated general cargo *Win Sheng* and no damage was reported. — Lloyd's Agents.

YACHT SANK, PORT PHILLIP BAY, VICTORIA, AUSTRALIA

London, May 13 — A Melbourne couple has been forced to jump for their lives, after a 20 metre luxury yacht exploded on Port Phillip Bay. Jessica Charlesworth and Nathan Smith had borrowed the yacht from a friend for the weekend, but they were forced to abandon vessel as it went up in flames. Mr Smith, who planned to propose to his girlfriend, says other boat users rushed to help, but they could only watch as the multi-million dollar watercraft became an inferno. The yacht eventually burned to the waterline and sank. The couple had been travelling to Portsea.

YARMOUTH (Liberia)

London, May 15 — Bulker *Yarmouth* arrived Thunder Bay May 12.

YICK ZAO (Panama)

Hodeidah, May 12 — Bulker *Yick Zao* departed Saleef May 8. Understand from the agents that a Bank Guarantee of 2.5 Million Dollars was issued by the Owners P & I club (West of England) to release the vessel from the port. The repair work to the pier has not yet started. — Lloyd's Agents.



SOMALIA

London, May 16 — A press report, dated May 15, states: Pirates fired grenade launchers and machine guns at general cargo *Ibn Yunus* (15455 gt, built 1977) in the Indian Ocean far off the coast of Somalia, sparking concerns that key shipping routes are threatened, a Malaysia-based maritime watchdog said yesterday. *Ibn Yunus* managed to escape during an hour-long chase as it headed from Durban after it was attacked yesterday, said Noel Choong, head of the International Maritime Bureau's piracy reporting centre in Kuala Lumpur, Malaysia. (Note — *Ibn Yunus* sailed Durban May 7 for Jebel Ali, where ETA May 20.)



BELGIUM

Zeebrugge, May 15 — Combined chemical and oil tank *Pakri Victory*

(4500 gt, built 2006), which arrived Antwerp May 8, was placed under embargo/arrest at 0849, local time, May 9. Vessel subsequently sailed 1735, local time, May 12, for Rostok. — Lloyd's Sub-agents.

GERMANY

London, May 16 — General cargo *Forest 1* (2608 gt, built 1993) has been detained at Emden for numerous deficiencies. Understand it will be about two weeks before it can depart. (Note — *Forest 1* arrived Emden May 8.)

Kiel, May 16 — General cargo *Forest 1* has been under detention in Emden for the last two weeks. Generators are defected, watertight doors rusted, the toilets defected and the whole shape of the ship is very poor. The ship has been detained three times within the last six months. The ship had loaded logs in Papenburg for the Turkey. When the pilot boarded the ship in Emden he convinced the master not to proceed but to berth in the Jarkum harbour. The inspection of the ship was stopped when it became clear that the whole ship is in disorder. The police got involved when it was found that the filter installations for the oil sludge in the bilge were out of order. The owners will be fined for this. The ship will only be allowed to leave when the ship is completely in order. — Correspondent.



AEGEAN I (Greece)

Piraeus, May 15 — Passenger (cruise) *Aegean I* is still laid up under arrest at Eleusis. — Lloyd's Agents.

ALALAA 1 (North Korea)

Bucharest, May 14 — General cargo *Alalaa 1* renamed *Marwa* sailed Constantza May 10, bound for Damietta. — Lloyd's Agents.

ALIOTH (Sierra Leone)

London, May 16 — General cargo *Alioth* (2610 gt, built 1980), with 10 Filipino crew on board, was "abandoned" at Seville Jan 23. The crew were being paid lower wages than agreed for some time, then no wages since November 2006. In January the ship management company ceased to provide food claiming the registered owner should take responsibility. No communication was forthcoming from the owner and food was eventually provided by the Honorary Consulate of Philippines in Seville. The vessel was arrested by the local agent on Mar 1 to collect debts. The vessel is also detained by Seville PSC due to deficiencies. (Note — *Alioth* arrived Seville Nov 30.)

ATHANASIOS T. (Greece)

Piraeus, May 14 — Product tanker *Athanasios T.* is still under detention at

Perama. There are no further developments regarding its situation. — Lloyd's Agents.

CHERYL ANNE (Philippines)

Manila, May 15 — Barge *Cheryl Anne* and tug *Jacob I* remain under guard by Philippine Coast Guard officials at Surigao Port. — Correspondent.

CIUDAD DE OVIEDO (Panama)

London, May 12 — A press report, dated May 10, states: Tug *Serviport I* arrived yesterday afternoon at Fort de France and connected a tow to the general cargo *Ciudad de Oviedo* (9878 gt, built 1979), seized at Fort de France since November 2006, for drug smuggling. The convoy left Fort de France in the evening bound to Colombia.

ELEN (Honduras)

Port Said, May 14 — General cargo *Elen* is still under arrest at Port Said. — Lloyd's Agents.

FIESTA CASINO (Belize)

London, May 16 — Roll On Roll Off *Fiesta Casino* (2210 gt, built 1979), with one Italian, 13 Mexicans and one American on board was "abandoned" at Veracruz Feb 16. Thirteen members of the crew have not been paid since Feb 16. No provisions have been supplied since February. Insufficient food, no drinking water, only 1,500 litres of fuel remains. The master informs that the situation is very bad and the vessel is in "blackout." As at Apr 27 the ship's owner and ship's operator have not responded to the crew. In addition to non-payment of crews wages, monies are owed to the ships agent, dry dock, immigration, harbour-masters, work shops, etc. etc. The vessel is in fact at the floating dock of a shipyard. (Note — *Fiesta Casino* arrived Veracruz Dec 2.)

JACOB 1

See *Cheryl Anne*.

MASTER ENDEAVOR (Panama)

Fort de France, May 11 — General cargo *Master Endeavor* is still at anchorage, in Fort de France harbour, under arrest. It looks as if there will be no progress in this case for quite a while and that therefore the vessel will remain idle in this port. — Lloyd's Agents.

MIGHTY DELIVERER (Panama)

See *Ruby Deliverer*.

NEPTUNE PIONEER (Egypt)

Port Said, May 14 — General cargo *Neptune Pioneer* was sold for scrap to an Egyptian company called Tartour Sons. — Lloyd's Agents. (Note — *Neptune Pioneer* had ingress of water into engine-room during cargo loading operations at Suez, Apr 20, 2000.)

RUBY DELIVERER (Panama)

Cape Town, May 14 — Anchor handling tug/supply *Ruby Deliverer* was placed under three arrests, of which to date none have been lifted. Tug *Mighty Deliverer* was placed under

five arrests, of which to date only three have been lifted. — Lloyd's Agents.

Pollution



BLUFF HARBOUR, NEW ZEALAND

Wellington, May 11 — An operation to mop up more than 400 litres of fuel oil spilled into Bluff Harbour last Tuesday (May 1) had been completed yesterday with minimal impact, Environment Southland said. Regional on-scene commander Dallas Bradley said the scale of the spill, which involved beleaguered Korean trawler (All types) *Pantas No.1*, had exceeded initial expectations and represented one of the largest spills ever at the Port of Bluff. "It's certainly one of the larger spills we've had at South Port and one of the few spills of fuel oil," Mr Bradley said. Initial reports from the vessel's skipper were that only 40-50 litres were spilled but that amount was grossly underestimated, Mr Bradley said. It appeared the oil was spilled during refuelling when it was being pumped from one tank to another, he said, but that had yet to be confirmed. *Pantas No.1* lost a 54-year-old crewman overboard off the Canterbury coast last week, sparking an emergency response. The man has not been found. Environment Southland was alerted to the spill from the vessel, berthed at Island Harbour, shortly after 1500 hrs last Tuesday. Environment Southland and Port Maintenance staff responded to the incident, removing the bulk of the fuel oil with a vacuum truck and absorbent materials, placed in the water to soak up the fuel, by 8pm, Mr Bradley said. "The vacuum truck recovered 400 litres of oil and a certain amount was contained in the absorbent material," he said. The "final touches" to the clean-up were carried out yesterday with kelp and other "flotsam" carrying fuel oil removed from the water. An investigation into the spill had been launched and a decision on whether Environment Southland, in conjunction with Maritime New Zealand, would prosecute or not had yet to be made, he said. However, it was "a given" that the cost of the clean-up operation would be sought from the vessel's owners, Mr Bradley said. "Environment Southland is overseeing the response and we are pursuing the recovery of all cost involved in the clean-up." A floating boom remained in place around the vessel yesterday to prevent any residual oil from spreading, delaying the vessel's departure from the port by a day. — Lloyd's Agents.

NAKHODKA PORT, RUSSIA

London, May 11 — A cleanup operation is completed in the Eastern port of Nakhodka to remove spilled poisonous liquid. Special barriers are put at the site, and the contaminated

ground is removed. Nobody was hurt in the accident, the press service of the Emergencies Ministry's Primorsky territorial department told Itar-Tass. Considerable forces of firemen, rescuers and police were brought to the site to deal with the accident. Toxic epichlorhydrine liquid leaked from a 25-cubic-metre tank at a container transshipment terminal in the port on the night to May 11.

OHIO RIVER, OHIO, UNITED STATES

London, May 12 — A goose flew into electric cables at a coke plant, sparking a power outage that caused at least 25 gallons of oil to spill into the Ohio River, the Department of Environmental Protection said. Officials at the Shenango International coke plant told the department that the two-hour power outage on Wednesday (May 9) stopped two pumps, causing two separate oil spills near Neville Island. Coke is a fuel made from coal and sold to foundries and steel mills. Shenango produces about 350,000 tons of blast-furnace coke and byproducts annually. Both spills occurred Wednesday, but one wasn't discovered until Thursday, said Helen Humphreys, a DEP spokeswoman. Between 25 gallons and 40 gallons of oil spilled into the river in the first accident, Humphreys said. It is still unclear how much fuel poured into the river in the second spill.

Weather & Navigation



BANGLADESH

Chittagong, May 13 — As per Meteorological Department, Chittagong cautionary signal number three has been hoisted due to steep pressure in the sea accompanied by gusty and squally wind. All fishing boats and trawlers have been asked to remain nearer to coastal areas from this morning until further advise. As per Chittagong Port Authority, loading and unloading of goods at Chittagong Port are continuing. — Lloyd's Agents.

London, May 15 — A press report, dated May 14, states: A fisherman was killed and some 100 others were missing as rain and strong winds swept Bangladesh's coast today and weather officials warned a cyclonic storm could make landfall tomorrow. "Peripheral wind up to 80 kph has begun," said a weather official at Cox's Bazar, 400 south-east of Dhaka. He also reported moderate to medium intensity rainfall in the area. Police said the body of a dead fisherman had been found along the Teknaf coast, 90 km from Cox's Bazar, while at least 20 boats with some 100 fishermen aboard were missing. "The core of the storm was about 100 km from Cox's Bazar at midnight today and could slam the shores early tomorrow with wind speed

of 120 km per hour," said meteorological official Deepak Chandra Nath. Bangladesh went on cyclone alert today as officials warned the storm in the Bay of Bengal could trigger a tidal surge two metres high. An official said nearly 80,000 people had been evacuated to cyclone shelters. People living in coastal areas have been told to move to safer places. Merchant and fishing vessels have been advised to return to port or take shelter at nearby islands. Twenty merchant ships have been stranded at Chittagong after it suspended operations following the storm warning. Flights between Dhaka and Chittagong and ferry services in coastal districts have also been suspended. (See issue of May 15.)

Chittagong, May 15 — As per local met office, a tropical cyclone locally named "Akash" with danger signal No.7 in the area of Chittagong port & Cox's Bazar and danger signal No. 5 in the area of Mongla port remain hoisted and moving towards coaster area 10 km p h. As per Chittagong port authority, all activities i.e. loading and unloading including ships movement at Chittagong port suspended since 1500 yesterday. All ocean going vessels which were in Chittagong port berth shifted to safe place at Chittagong outer anchorage, also the inland coaster vessels, passenger ships and fishing vessels were taken into safe places. All commercial flights to and from Chittagong were cancelled. — Lloyd's Agents.

CYPRUS

London, May 11 — Freak May weather in Cyprus slightly injured six school children today and delayed flights at its main international airport, officials said. The children received hospital treatment for cuts and bruises in the southcoast resort of Larnaca after the windows of two school buses were smashed by the force of the winds sweeping the island, state radio said. A further three children suffered shock when another bus made an emergency stop, the radio added. Six flights were delayed by up to an hour at Larnaca international airport when the thunderstorms, hail and gale-force winds were at their peak. A tornado also hit the Larnaca coast, witnesses said. A flight from Lebanon was diverted to the island's second airport of Paphos further west. "There were some short delays due to the thunderstorms and rain but the airport is now operating normally," Larnaca airport spokesperson Jenni Fernando said. Roads were flooded, vehicles damaged, trees and electricity pylons felled by the storms, police said. Power supplies to parts of Larnaca were also disrupted.

SUBTROPICAL STORM "ANDREA"

Miami, May 10 — Subtropical Storm "Andrea" dissipated off the US Atlantic Coast today and promised only scant rainfall in Florida, where brush fires burned throughout the parched state. "Andrea's" winds had helped fan the 225 wildfires burning in Florida, where the winter dry season was the third-

driest on record. Much of the state was under water-use restrictions and blanketed with smoky haze from the fires. "Andrea" was a subtropical storm, lacking the warm core and thunderstorms characteristic of a tropical storm. All warnings were dropped and the system was downgraded to a depression today when its sustained winds weakened to 35 mph. Forecasters at the National Hurricane Centre said "Andrea" still could bring an inch of rain to coastal areas as the remnants drifted off the northeast Florida coast. — Reuters.

THAILAND

London, May 12 — Flooding has come to many northern provinces, while disaster prone areas have been warned of the potential for landslides as rainstorms are expected to continue. Flash flooding in Phichit's Photalae district is critical following a heavy overnight rain. The Yom River spilled over its banks, and flash floods have hit ten villages, with some 1,600 acres of farmlands affected. Roads and bridges still under construction after flood damage last year have been destroyed. Meanwhile, in Uttaradit's Lablae district, a landslide triggered by heavy rain blocked a road leading to the provincial seat. Villagers are afraid of floods and landslide, and have not fully recovered from those which occurred last May. In Phitsanulok, the water level in the Yom river has increased dramatically. If rainfall continues, it may cause flood in low-lying areas in the next few days. Local residents have been warned to move their belongings to higher ground. The department of the mineral resources has issued a warning for possible landslides and flash floods in Phitsanulok, Phrae, Sukhothai, and Uttaradit. The director of Tarutao National Park said that this marine national park in Satun province closed already due to strong wind and high waves. Fishing and tourist boats are banned from leaving shore as the waves are about three metres high.

TROPICAL CYCLONE "AKASH"

Chittagong, May 14 — Cautionary signal number seven has been hoisted from 1200, local time, May 14, due to a cyclone ("Akash") occurring in the north of the Bay of Bengal and its adjacent area which is 537 kilometres away from Chittagong port. Steep pressure in the sea accompanied by gusty and squally wind velocity of 33-40 mph. As per Chittagong Port Authority, loading and unloading operations, including vessel's movement, at Chittagong Port have been suspended. — Lloyd's Agents.

London, May 15 — Following received from the Meteorological Office: Tropical Cyclone "Akash" located near lat 22.4N, long 92.4E at 0001, UTC, today. Movement past six hours 15 deg at 10 knots, position accurate to within 40 nautical miles, position based on centre located by satellite. Present wind distribution: maximum sustained winds 50 knots with gusts to 65 knots. Dissipating as a significant tropical cyclone over land.

Chittagong, May 15 — The Meteorological Department, Chittagong have released a special weather bulletin dated today (May 15). The coast crossing cyclonic storm "Akash" crossed Chittagong-Cox's Bazar coast near Chittagong at 0900, today, (May 15). After moving north-north eastwards and now lies as a land depression over eastern part of Bangladesh and adjoining northeast India. It is likely to move north-north eastwards further in land and weaken gradually by giving precipitation. Under its influence squally weather is likely to affect the ports. Maritime ports of Chittagong and Cox's Bazar have been advised to lower danger signal number seven but instead hoist local cautionary number three. Maritime port of Mongla has been advised to lower danger signal number five but instead hoist local cautionary number three. All fishing boats and trawlers over north bay have been advised to remain in shelter until midnight today and then afterwards may proceed with caution. — Lloyd's Agents.

Chittagong, May 16 — As per local Meteorological Office, the last hoisting cautionary signal number three for maritime ports of Chittagong, Cox's Bazar and Mongla remain unchanged at present. — Lloyd's Agents.

TROPICAL CYCLONE IN BAY OF BENGAL

London, May 14 — Following received from the Meteorological Office: Tropical Cyclone "01B" located near lat 18.1N, long 91.6E at 0600, UTC, today. Movement past six hours 10 deg at 15 knots, position accurate to within 40 nautical miles, position based on centre located by satellite. Present wind distribution: maximum sustained winds 55 knots with gusts to 70 knots. Radius of 50-knot winds: 25 nautical miles. Radius of 34-knot winds: 70 nautical miles. Forecast for 0600, UTC, May 15: Position predicted to be near lat 22.5N, long 92.7W with maximum sustained winds of 40 knots and gusts to 50 knots, dissipating as a significant tropical cyclone over land.

TYPHOON "HAITANG"

Taipei, May 14 — According to the agents of vessel *Eastern Rich*, ex *Yung Chang*; she is still berthed at Pier No 11, Kaohsiung, pending engine repair/spare parts. — Lloyd's Agents.

UNITED STATES

London, May 11 — A press report, dated May 10, states: Heavy storms in early May have caused transportation problems in some of the U.S. "Plains states" for both barge and rail services. The Army Corps of Engineers and U.S. Coast Guard have stopped all barge traffic on the Missouri River due to high water. Storms this month raised the river to its highest levels since 1993. Vessel operators on the Upper Mississippi River should also watch for high water and debris, the Corps said. Winds and flooding from May 4-6 storms have affected rail service in Kansas, Nebraska, Iowa and Missouri,

several railroads report. In addition to tornados and strong winds, five to eight inches of rainfall caused flooding on some tracks. The USDA's Transportation and Marketing Programs/Transportation Services Branch said grain shippers could see delays up to 48 hours, and railroad may take as long as two weeks to recover.

London, May 12 — A press report, dated May 11, states: Authorities have spotted a runaway barge in Moniteau County and are working to secure it before it threatens the Jefferson City highway bridge. Susie Stoner, spokesman State Emergency Management Agency, said a tug was on the way toward Sandy Hook to help secure the barge that broke loose from its mooring yesterday evening near Glasgow. "We are in the process of trying to get the boats in position," Stoner said. No timetable was available for when the barge might be secured, Stoner said. The Southern Boone County Fire Protection District, Missouri State Water Patrol, Missouri State Highway Patrol, U.S. Coast Guard and the Army Corp of Engineers have been working all morning to locate the barge. Morning fog complicated the process. The barge caused a scare in Jefferson City, where officials had planned to close the highway bridge during morning rush hour. Initial plans were to close the bridge at about 0830 hrs but the barge had not been located on the foggy river as of 0900 hrs and the bridge remained open. A Jefferson City police spokeswoman said they would close the bridge only if the barge had not been secured by the time it came within sight of the bridge. Howard County Sheriff Charlie Polson said two barges broke loose at about 1900 or 1930 yesterday near Stump Island at the Glasgow bridge. Spectators watching the rising Missouri River noticed the problem and called Glasgow police. Authorities intercepted the larger barge, which housed the Driftwood Restaurant, Polson said. But a smaller barge equipped with a fuel tank passed underneath the Boonville bridge at about 0200 hrs and continued downriver, he said. The fuel tank was believed to be empty. Polson said the restaurant, owned by Chris Stockhorst, had been closed for at least a year.

URUGUAY

London, May 12 — Uruguay declared a national disaster Thursday (May 10) after days of flooding forced the evacuation of thousands of people and caused millions of dollars in losses. Some 12,000 people have been forced from their homes since heavy rains that began last week caused rivers to overflow their banks across much of the country. Flooding was most severe in the central city of Durazno, where half of those forced from their homes were located — some 20 percent of Durazno's population. But in many other areas as well roads and bridges have been cut off, sewage systems jammed, and water, power and telephone links brought down. The floods have wrecked homes, businesses and crops, causing

inestimable financial losses. The disaster declaration will allow the government to release 45 million dollars in emergency funds, but the government was to seek help as well from the Inter-American Development Bank and the UN Development Program, officials said.

Political & Civil Unrest



GUINEA

Conakry, May 15 — From May 2 up to now, commercial activities in Guinea Conakry were affected by national army wages demand, involving vandalism with pilferage of some general commerces and warehouses. However, port installations, warehouses and cargoes have not been touched by events. Despite the troubles affecting notably the trade areas, Conakry Autonomous Port and Aiport are, up to now, working normally. The damaged installations by the soldiers, especially on May 12, were notably some private warehouses with pilferage of their contents. According to information, four warehouses were affected, two warehouses of the "Socit t de Commerce et de Finacement" with pilferage of about 7000 tonnes of rice, 3000 tonnes of sugar, 70000 cartons of soap, 60 motorcycles and 20 new vehicles. One warehouse of the World Food Programme, with its contents pilfered, and one warehouse of the "Societe d'Exportation des Produits Agricoles", with its contents pilfered. To date eight people have been killed while 27 were wounded. Monday (May 14), all the general trades are kept closed. — Lloyd's Agents.

INDIA

London, May 13 — Separatists yesterday blew up a gas pipeline in a powerful explosion in Assam, even as police foiled an attempt by rebels to trigger a blast in Guwahati, officials said. A police spokesman said militants of the outlawed United Liberation Front of Asom (Ulfa) triggered a blast blowing up a gas pipeline near Borhat in eastern Assam's Sivasagar district. The blast took place before dawn yesterday. "There was a big fire soon after the blast. The pipeline was damaged in the explosion," Dipak Choudhury, additional police chief of Sivasagar district said by telephone. The pipeline belonging to the state-owned Assam Gas Company Ltd was meant for transportation of natural gas for domestic and industrial consumers. "There was no loss of life or any casualties.

IRAQ-KUWAIT

Rijeka, May 14 — Due to Commercial Court decision Roll On Roll Off *Boka Star*; (now renamed *Star*), sailed Rijeka

Nov 21, 2005, to Pula Military Port, and is now under the jurisdiction of the Ministry of Defence. We also understand that it was meant to be sold but the procedure was suspended. — Lloyd's Agents. (Note — *Boka Star* was detained for inspection of the cargo at at Rijeka Oct 21, 2002. Contrary to the vessel's documentation, the cargo on board consisted of components which are used exclusively in military industry.)

LIBERIA

See *Tahoma Reefer* under "Marine."

NIGERIA

London, May 14 — A press report, dated May 12, states: U.S. oil company Chevron said yesterday it was evacuating hundreds of nonessential personnel from offshore operations in Nigeria due to security concerns. Chevron spokesman Michael Barrett said the evacuation would not further impact the company's production in Nigeria. "We are temporarily suspending some nonessential work activity in offshore operations to ensure the safety and security of our workforce," he said. "The number of personnel impacted is going to be in the hundreds." Militant attacks this month have prompted Chevron to cut production by 42,000 barrels per day at its Escravos oilfields and 15,000 bpd at its Pennington terminal. Chevron said it would regularly review the security situation in Nigeria, but declined to say when the personnel would return. The evacuation will affect some drilling rigs, construction barges and support vessels.

Lagos, May 14 — All terminals are operating except Forcados and E.A (Estuary Areas) terminals which have been closed down due to the Niger Delta problems. However, no terminal will provide information regarding operation capacity to anybody other than the appropriate government authorities. — Lloyd's Agents.

London, May 16 — A press report, dated May 15, states: Hercules Offshore in the US has announced that it is taking precautionary measures with its liftboat operations in Nigeria because of the current unrest arising out of the recently held local and national elections and the resulting decision of its customer, Chevron Nigeria Ltd, to temporarily cease certain operations to protect the safety of personnel. In response to the unrest, Hercules has developed a security plan with Chevron. Under the plan, Hercules Offshore will evacuate all non-essential expatriate personnel from Nigeria. Hercules Offshore will also move 10 liftboats currently operating for Chevron to a more protected area in Nigeria and temporarily cease operating those vessels. Three vessels will continue to operate for Chevron under increased security precautions. Two vessels utilized by Chevron are currently in the shipyard undergoing scheduled maintenance. Hercules Offshore's response to the unrest will not affect

one vessel currently operating in a more protected area offshore Nigeria for another customer nor another vessel that is expected to commence operations in Ghana in early June 2007. The company can not predict when conditions will improve and normal operations can resume. During this period of lay-up, the affected vessels are expected to earn a standby rate of 75% of the normal operating rate. Hercules Offshore expects that the two vessels currently undergoing scheduled maintenance will receive either the 75% standby rate or the full operating rate upon completion of the maintenance, depending on when the repairs are completed. Randy Stilley, Chief Executive Officer and President of Hercules Offshore, said: "The safety of our personnel is our highest priority. Our response to the current situation in Nigeria is the outcome of the careful execution of our security and emergency response plans. Our security personnel and managers in Nigeria, as well as our emergency response committee in Houston, will continue to monitor the situation closely. We are working with Chevron to safely cease operations of the affected vessels and get our people and equipment out of harm's way. We are hopeful that the situation in Nigeria will improve promptly after the inauguration of the newly elected president so that we can resume normal operations. In the meantime, we will take advantage of the opportunity to accelerate the scheduled maintenance and repair of some of the affected vessels in order to maximize the utilization rates of the vessels once we resume our normal operations."

PAKISTAN

Karachi, May 14 — The dispatches of imported/exported goods and containers to and from Pakistani ports, Karachi and Port Qasim, have been partially suspended for the last three days due to political turmoil in city. The transporters are avoiding bringing their vehicles on roads due to fear of attacks. Besides port workers are facing difficulty to reach ports due to lack of transport. About fifteen vessels are on Karachi Port berths while ten more are expected to take berths over successive week. The industrial activities were also suffered due to thin attendance of workers in factories. A huge loss was incurred by government on account of tax and revenue. Importers and exporters are very much disturbed over prolonged political agitation and program of strike called by opposition. Today a partial strike is being observed all over Pakistan on the call of opposition party to condom killing of political workers in Karachi during last two days while the lawyers have totally boycotted the courts. The Alliance for Restoration of Democracy on Sunday (May 13) condemned the violence in Karachi and gave a call for a countrywide Strike on Monday. The Government of Sindh on Sunday declared a public holiday throughout the province on Monday to avoid

clashes between opposition and government supporters parties. — Lloyd's List Correspondent.

Labour Disputes



FORTUNA I (Latvia)

Dublin, May 17 — General cargo *Fortuna I* is currently in port at Dundalk. Vessel is presently under detention; it has a lien placed on it as a result of the crew dispute and is also being held due minor defects. — Lloyd's Agents.

FRANCE

London, May 10 — Airbus workers at the Saint-Nazaire site in western France voted to end a strike, which had started on Apr 27, while their colleagues in nearby Nantes decided to continue their action. At Saint-Nazaire, striking employees voted to resume work tomorrow morning, joining the majority of staff who returned to work last week at the request of union representatives. At Nantes, striking staff said they are waiting to see if management announces a date for resuming pay talks tomorrow. Airbus workers went on strike to protest a proposal from the EADS unit to offer bonuses of Euros 2-10 for last year, compared to Euros 1,200-1,800 the previous year. Most striking staff resumed work a week ago at the call of the unions, after Airbus proposed a special bonus of Euros 500 and a 2.5% pay rise at the start of pay negotiations.

GREECE

London, May 15 — A press report, dated May 14, states: Flights and rail transportation throughout Greece will be disrupted tomorrow by a 24-hour general strike called by the country's leading labour unions, officials said. A four-hour work stoppage by Greek civil aviation authority staff will entirely ground flights between 1200 and 1600 hrs (0900-1300, GMT) and Greek national carrier Olympic Airlines said today it would cancel around 60 domestic and international flights. Barring a last-minute labour mobilisation, coastal shipping will run normally, according to the merchant marine ministry. The general strike was called by the General Confederation of Workers (GSEE) and the Greek civil servants union (ADEDY) to demand the return of money invested by social insurance funds in overpriced bonds, an ongoing case that has greatly embarrassed the government. "We want the money to be returned and those responsible to be held accountable," the unions said in a statement today. The strike will shut down the Greek public sector with hospitals and banks on reduced staff and work stoppages disrupting bus, tram and metro services in Athens.

INDIA

Kochi, May 14 — Container movements at Kochi Port have been paralysed since May 11 owing to a dispute between the Container Truck workers and the port authorities. — Lloyd's Agents.

Karachi, May 15 — India importers and exporters are facing difficulties to dispatch and received containers from country southern port Kochi due ongoing container lorry strike at the port for the last four days. The lorry owners are loggerheads with Dubai Port on number of issues. According to local media, Indian Chamber of Commerce and Industry has requested the Kerala Chief Minister, the Industries Minister and the Labour Minister to resolve the issue. The chamber President, Mr K. Retnan, in a letter said that the strike by container lorry workers has caused considerable difficulties to the export/import trade and the service providers. If the strike continues, there is a possibility of vessels as well as cargo being diverted to the neighbouring ports. This will upset the export schedules and the clearance of import cargo causing financial loss to the port users, besides revenue loss to the port and the State Government. The container lorry workers had called a lightening strike since Friday (May 11) to protest against the ban on a lorry labourer from entering the wharf for seven days. The DP World officials said that they had held discussions with the trade unions and various port users on Monday in which they have stated they would give importance to safety, security and process changes in the terminal, which would enhance productivity. DP World has also decided to stop the entry of cleaners in the lorry into the terminal from today as they have no role inside the terminal. The cleaners would be provided with separate rest rooms outside the terminal before the trailers enter the terminal for loading and unloading purpose. — Correspondent.

Kochi, May 15 — The withdrawal of the strike by the Container Truck Workers at Kochi is effective from this afternoon (May 15). Accordingly normal container movement at Kochi is being restored. — Lloyd's Agents.

MALTA

Malta, May 16 — Maritime pilots will be on strike today between 0900 hrs and noon following a directive by the Union Haddiema Maghqudin. The strike is part of a plan of action agreed by the committee of maritime pilots after the Malta Maritime Authority failed to reply to claims made by the union. The collective agreement for maritime pilots expired on Apr 9, last year. Negotiations have been at a standstill for the past four months. Referring to another completely different sector, the UHM expressed satisfaction that its directives at Maltapost were followed yesterday, meaning that no bulk mail was processed, irrespective of whether it was addressed or not. The directive was issued to safeguard workers'

health because postal workers were being made to carry heavy bags. The directive will remain in force until the union is assured that the workers' health is not at risk. — Lloyd's Agents.

OMAN

London, May 14 — Omani workers at the Salalah Port Container Terminal (CT) started a strike on Friday (May 11) demanding higher wages and other benefits. There are reports of operational delays, including delays to vessel departures. Some work is being carried out by expatriate staffs and reports say officials of Salalah Port Services and Ministry representatives are in the port to try to resolve the issue.

Fires & Explosions



BOATYARD, SOUTHAMPTON, UNITED KINGDOM

London, May 12 — Fire is reported to have damaged several boats in a boatyard in Southampton. The blaze broke out in a boatyard in Vespasian Road on the River Itchen at about 0300, yesterday. More than 70 firefighters were called to tackle the inferno, which took several hours to bring under control, while residents were evacuated from neighbouring flats. The cause of the fire is under investigation, but at least eight boats have sustained severe damage.

DOCK, SANDUSKY, CANADA

Troy, Michigan, May 13 — A fire broke out about midnight yesterday at the NorfolkSouthern coal dock. Sandusky firefighters reported a rubber conveyor belt burning when they arrived. Damage to the conveyor is unknown and the effect of the blaze on operations at the dock wasn't immediately known. Shortly before the blaze was reported, the steamer *Arthur M. Anderson* had completed loading and departed the dock enroute to Detroit. — Great Lakes & Seaway Shipping.

OIL PLATFORM, DEMOCRATIC REPUBLIC OF CONGO

Brazzaville, May 10 — A fire at French oil major Total's Nkossa offshore platform in Congo Republic killed two people and halted the field's 60,000 barrel-per-day production today, the company said. Congo's oil ministry and the company said an investigation was under way to determine the cause of the blaze, which started at around 0400, UTC, today and was quickly extinguished. "There are two injured who have been taken to Pointe Noire: one Congolese and one Australian," a Total spokeswoman said. "It seems there was also a fishing vessel close to the platform. We are conducting searches to see if there any missing people," she said. She did not say what the fishing vessel was doing near the

platform. An oil ministry official said the two dead men were Congolese workers, while the two injured worked for a Norwegian drilling company, Seadrill. — Reuters.

OIL SUPPLY YARD, ABERDEEN, SCOTLAND, UNITED KINGDOM

London, May 10 — A press report, dated today, states: A full investigation is under way into the “severe” fire at an Aberdeen oil supply yard which left a plume of smoke visible across the city. Dozens of workers had to be evacuated from around the Swire Oilfield Services base in Altens yesterday. Eyewitnesses reported hearing loud bangs at the scene. No-one was being allowed back into the yard until this afternoon because acetylene cylinders were involved. There were no injuries. A Grampian Fire and Rescue Service spokesman said: “It was a severe fire. It’s too early to indicate any cause, that will be identified through our formal investigation.” Four crews were sent to the Southerhead Road scene at lunchtime and nearby properties had to be evacuated. Roads in the area were closed off and diversions put in place.

STORAGE TANK, AAMCHITE, BEIRUT, LEBANON

Beirut, May 16 — A fire broke out in one of the Universal Gas Company’s tanks situated at Aamchite about 60kms from Beirut yesterday. The fire broke out while labourers were carrying out maintenance on the tank. As a result of the fire, one labourer died and one injured. Tank is 90% damaged. — Lloyd’s Agents.

WILDFIRES, UNITED STATES

London, May 11 — A press report, dated today, states: The Tampa Port Authority and Tampa Bay Pilots Association have shut down their vessel trafficking system due to a lack of visibility. Air permeation from smoke caused by regional wildfires has resulted in one-quarter mile or less of visibility in the Port of Tampa’s shipping channel, according to the Port Authority. The air quality in Tampa has been rated unhealthy with fine particles as a result of a wildfires in south Georgia and northern Florida. The Port Authority expects to resume to normal activity Saturday (May 12) and said the impact of ceasing commercial shipping traffic today is expected to be minimal.



ACCIDENT, CRAWFISH BAY, BRITISH COLUMBIA, CANADA

London, May 10 — De Havilland DHC-2 Mk.1 (Beaver) C-GUWF, operated by Martini Aviation, was taxiing for take-off at Crawfish Bay, British Columbia, for a flight to Fort Langley when the front of the floats dug in and the aircraft flipped over and

sank upside down in deep water at 1900, local time, May 8. The three occupants evacuated the aircraft and swam to shore. They were uninjured. The ELT activated and the survivors were located by Search and Rescue several hours later.

AIRCRAFT DITCHED INTO SEA OFF LOUISIANA, UNITED STATES

London, May 17 — Bell 206, N3RL, operated by Rotorcraft Leasing Co LLC, on take-off lost directional control, and ditched into the water, from an offshore platform, East Cameron, Block 219, Broussard, Louisiana, at 1815, local time, May 11. Damage was substantial.

AIRCRAFT MISSING ON FLIGHT FROM TRABZON, TURKEY

London, May 15 — A press report, dated May 14, states: Turkish search and rescue services are still hunting for any trace of a private aircraft that went missing after taking off from Trabzon yesterday. Trabzon governor Nuri Okutan said that the aircraft came from Ankara and stayed longer in Trabzon due to bad weather conditions, having originally landed Thursday (May 10). Okutan said that there had been two pilots on board, one British and the other Pakistani. Okutan said that the aircraft had not arrived at its intended destination, the Iranian city of Tebriz, saying that they believe that it could have crashed in either the provinces of Trabzon, Gumushane or Bayburt. The governor said that there were ongoing research efforts at ten points in the Koprubasi district but fog was posing problems at high altitude.

London, May 16 — A press report, dated May 15, states: A Suffolk (UK) pilot and businessman has been killed in a light aircraft crash in northern Turkey, the Foreign Office confirmed tonight. Michael Newman, from Benhall, was flying the two-seater Sky Arrow 650T when it went missing on Sunday (May 14). The Sky Arrow 650T aircraft went missing while en route to Iran, after taking off from Trabzon Airport in northern Turkey. Authorities located the aircraft today in a mountainous area near the town of Koprubasi in Trabzon province, the local governor said. Both men were found dead and the cause of the crash was under investigation, Governor Nuri Okutan said.

AIRCRAFT PUT BACK TO LARNACA AIRPORT, CYPRUS

London, May 10 — A Cyprus Airways passenger jet returned to Larnaca airport today after it was hit by lightning, officials said. None of the 118 passengers and seven crew on the flight, which was bound for Athens, Greece, was injured. “The aircraft returned for precautionary reasons, to undergo checks,” said Christos Kyriakides, the airline’s director. Lightning struck the right engine of the Airbus A319 as it flew over Paphos, about 100 km west of Larnaca, the Cyprus News Agency said. The aircraft touched down around 2215 hrs, 45 minutes after taking off.

CRASH INTO LAKE PLEASANT, PHOENIX, UNITED STATES

London, May 14 — A press report, dated May 12, states: Sheriff’s officials say they think they have found the wreckage of a Diamond Star 40 that crashed into Lake Pleasant outside Phoenix last night. Lieutenant Paul Chagolla says crews using sonar spotted large objects on the lake bottom in the spot where the aircraft went down and are preparing to dive on the wreck. Two people were believed on board the rented aircraft when it crashed last night. The FAA says the pilot was apparently talking on a cell phone with a friend in a boat while flying only ten feet above the water. FAA spokesman Ian Gregor says the pilot asked the friend to shine a flashlight into the air so he could spot him, then crashed into the lake right in front of the boat. The aircraft was rented from the Southwest Flight Center in Scottsdale. Company president Gary Lewin says the pilot was rated to fly commercial aircraft, formerly flew professionally and had extensive flight hours.

London, May 14 — A press report, dated May 13, states: A search for the bodies of two men feared dead in a Sea Diamond 40 aircraft crash at Lake Pleasant north of Phoenix has been suspended, frustrating family members who are looking for closure. The Maricopa County Sheriff’s Office suspended a search for the men in the 100-foot-deep lake last evening, and said it would start looking again tomorrow. The lake remained open to the public during the search yesterday, when divers recovered portions of the aircraft’s wreckage. But sheriff’s spokesman Paul Chagolla says it would be too dangerous and crowded at the lake today for divers to conduct a search. The aircraft crashed into the south end of the lake shortly after 2000 Friday (May 11). Authorities believe the pilot was on a cell phone and was flying just ten feet above the lake when it crashed.

London, May 17 — Diamond Aircraft Ind.Inc., DA 40, N512DS, operated by Usaero LLC, crashed under unknown circumstances into Lake Pleasant, Peoria, Arizona, at 0302, local time, May 12. The two persons on board were fatally injured, the aircraft was destroyed.

CRASH INTO SEA, OFF FORT LAUDERDALE, FLORIDA, UNITED STATES

London, May 15 — A press report, dated May 14, states: What started out as a weekend fishing trip to the Bahamas for employees of Identity Graphics and Printing turned to tragedy when one of two aircraft (Piper PA-23-250 N4TR) carrying the employees crashed shortly after take-off, killing all five on board. The Apr 21 accident claimed the lives of pilot Glen Quackenbush and four passengers in what appeared to be a weather-related accident. Quackenbush’s aircraft left the Ft. Lauderdale Executive Airport around 0900 hrs, bound for Andros Island in the Bahamas before heading

to Staniel Cay in the Exumas. According to CBS 4, a Coast Guard helicopter was dispatched to the scene after contact with the aircraft was lost. Debris from the aircraft was spotted about 17 miles east of Ft. Lauderdale. The National Transportation Safety Board said that Quackenbush wasn't authorized to fly into poor visibility conditions because he didn't have an instrument rating, the South Florida Sun-Sentinel reported. The National Weather Service told the paper there were heavy showers off the coast of Ft. Lauderdale that morning.

CRASH, AUSTIN, TEXAS, UNITED STATES

London, May 17 — Bell 206B, N905WP, caught a skid and rolled at Austin, Texas, at 1245, local time, May 13. The aircraft was destroyed.

CRASH, AVERYS CREEK, NORTH CAROLINA, UNITED STATES

London, May 14 — A press report, dated May 13, states: A preliminary report by the National Transportation and Safety Board says that mechanical failure and limited visibility caused the Cessna 182Q (Skylane) crash that killed three Dublin men in rural western North Carolina. The aircraft departed around 0930, May 4, from Dublin and disappeared from radar around 1100 hrs, about one and a half miles from Asheville Regional Airport in North Carolina, where it was headed. The report says that James V. Hilburn, the pilot, tried to comply with the instructions he was given by the Asheville airport as he was cleared for landing, but told the tower that his directional gyro was "messed up." As he was trying to turn and climb higher as instructed, Hilburn told controllers that his attitude indicator also was not working. The instrument tells a pilot the position of the nose and wings of the aircraft as well as the turns, and if it's broken and there is low visibility it can be difficult to understand where the aircraft is going. Less than two minutes after the failure was reported, the controller lost radar and radio contact with the aircraft.

CRASH, BOEING FIELD, SEATTLE, UNITED STATES

London, May 16 — A press report, dated May 15, states: The landing gear collapsed and the propeller broke on a small aircraft at Seattle's Boeing Field today. Federal Aviation Administration records show the aircraft is registered to a company in Clyde Hill.

CRASH, DELTA AREA, UTAH, UNITED STATES

London, May 14 — A press report, dated May 13, states: A Spanish Fork man died as he was crop-dusting a field just west of Delta yesterday morning. Bruce Clark, 49, often volunteered his time crop-dusting fields for local farmers. Yesterday morning, he was spraying a grain field just west of Delta when his aircraft went down. Millard County sheriff officials said Clark was making a turn at the north end of the

grain field at approximately 0900 hrs and lost control of the aircraft. Upon impact, the Piper fixed-wing single engine crop-duster aircraft immediately burst into flames, according to a news release from the sheriff's office. Clark owned the aircraft and also worked as a commercial pilot. Personnel from the sheriff's office, Hinckley Fire Department, Delta Fire Department and West Millard Ambulance all responded to the scene. Federal Aviation Administration and National Transportation Safety Board officials will investigate what went wrong.

London, May 17 — Piper PA-25-235, N7739Z, during aerial application, crashed into a field 10 miles from Delta, Utah, at 1500, local time, May 12. The one person on board was fatally, the aircraft destroyed.

CRASH, DOUALA AREA, CAMEROON

London, May 10 — A press report, dated today, states: Recovery teams working in the swamp where a Kenya Airways passenger jet crashed began removing bodies from the aircraft's submerged fuselage for the first time today. Investigators were focusing initially on the pilot's decision to take off despite predictions a thunderstorm would last up to an hour more, an official familiar with the inquiry said. The Nairobi-bound Boeing 737-800 nose-dived into a swamp seconds after taking off Saturday from an airport, killing all 114 people on board. "Why did other aircraft wait for the storm to pass and not him? That's the question," said the Cameroonian official. The pilot waited an hour because of weather, but Douala airport had predicted the storm would last for another hour. The official said the pilot of a Royal Air Maroc jetliner that was next to take-off waited another 45 minutes after the Kenya Airways flight left and encountered no turbulence. According to aviation regulations, cockpit crews are free to take off in bad weather unless the local flight control takes extraordinary measures such as temporarily closing the airport. The crash left most of the aircraft submerged in a swamp near the airport at Douala, a coastal city that is Cameroon's main commercial hub. Recovery teams have been hampered by the mud and water and the more than 40-hour delay in finding the aircraft. Alain Mebe-Ngo'o, Cameroon's director general of national security, said the bodies recovered earlier had been those thrown free of the aircraft. Officials were also taking DNA samples from relatives gathered in Cameroon today to help identify the remains. Jim Hall, a former chairman of the National Transportation Safety Board, which sent seven experts to help with the investigation, said it was vital to determine exactly what went wrong because the accident involved a 737-800, the most modern version of Boeing's family of short- to medium-distance jets. Two representatives from Boeing were due to join the investigators, said Lonnie Kelley, a spokesman for the US Embassy in

Cameroon. The flight data recorder has been recovered but still needs to be decoded. The cockpit voice recorder has not yet been found. The Cameroonian official said preliminary investigations indicated the aircraft had just raised its landing gear after take-off and may have partially retracted its wing flaps when the accident occurred. He said speculation centred on the possibility that the aircraft flew into a storm cloud and was manoeuvring when a strong gust of wind caught the aircraft and flipped it over, especially if it was banking steeply to one side to avoid a storm cell. Another possibility is engine failure from massive intake of rain water, the official said. Dale Schultheis, a former pilot for Cameroon Airlines, said air traffic control and navigation in the area conformed to regional standards.

CRASH, GREEN RIVER, GRAND COUNTY, UTAH, UNITED STATES

London, May 14 — A press report, dated May 13, states: Michael LaMar landed his aircraft on the Mineral Bottom airstrip, Grand County, yesterday and noticed the airstrip had sand in the middle so he took off again. The aircraft then clipped some trees on his way back up. The aircraft then tumbled back down and landed in the Green River. LaMar's aircraft was partially submerged in the water and volunteers in canoes paddled out and rescued him. Federal Aviation Administration and National Transportation Safety Board officials will investigate what went wrong.

CRASH, GUARATINGUETA AREA, SAO PAULO, BRAZIL

London, May 16 — A press report, dated May 15, states: Two people died in Brazil today when a small aircraft crash-landed on a major expressway between Sao Paulo and Rio de Janeiro, according to media reports. The pilot of the twin-engine Seneca aircraft apparently tried to make an emergency landing. The aircraft's two occupants died and two vehicles were struck by parts of the wreckage, though no one was injured, the reports said. The accident took place near Guaratingueta, some 175 km east of Sao Paulo on the Dutra expressway. The Dutra remained closed for hours in both directions following the accident, causing massive traffic delays. The aircraft had taken off in Sao Paulo. It was unknown what caused the pilot to make an emergency landing.

CRASH, HAMPARAN PERAK, NORTH SUMATRA, INDONESIA

London, May 13 — A light aircraft owned by state plantation company PT Perkebunan Nusantara II crashed into a plantation area in the district of Hamparan Perak in Deli Serdang, North Sumatra, yesterday. No casualties were reported, though the pilot, identified as Irwin Aristo, 37, received minor injuries as the result of shrapnel from the aircraft's front glass window. No other passengers were on board the aircraft at the time. The Paper Pawne 235 aircraft, assembled in

the United States in 1987, was being used to spray water over the firm's tobacco fields. It crashed at 0930 hrs, just after take-off.

CRASH, KALISPELL AREA, MONTANA, UNITED STATES

London, May 13 — An aircraft crash killed a pilot and four members of a group of skydivers yesterday in north-western Montana, leaving no survivors, authorities said. The crash happened late yesterday morning in a field about 30 miles south-west of Kalispell, in an area known as Lost Prairie, Flathead County Sheriff Mike Meehan said. The Federal Aviation Administration in Seattle said the aircraft went down shortly after take-off, then burned. Near the end of a paved runway, the front of the aircraft was charred and separated from the rear. The pilot of the Cessna 182 operated by Skydive Lost Prairie was carrying two skydiving instructors and two trainees to jumps, said Michael Morrill, a manager of the company.

London, May 14 — A press report, dated May 13, states: Officials with the Federal Aviation Administration and the National Transportation Safety Board have arrived at the site of an aircraft crash that killed four members of a skydiving group and their pilot. The crash happened yesterday morning at Skydive Lost Prairie, near Marion in north-western Montana. NTSB investigator Tom Little says they expect to be at the site today and tomorrow, walking through the grassy field, recording where the debris fell and taking photos. He says they should have a preliminary report by Thursday (May 17). He says it's too early to say what caused the crash but it appears the aircraft made a 180-degree turn shortly after takeoff and was about 500 feet off the ground when it plummeted. Little says they expect to begin moving the wreckage from the grassy field this afternoon.

London, May 17 — Cessna 182C, N8771T, crashed under unknown circumstances shortly after departure at Kalispell, Montana, at 1710, local time, May 12. The five persons on board were fatally injured, the aircraft was destroyed.

CRASH, LAKEWAY, TEXAS, UNITED STATES

London, May 11 — A press report, dated today, states: Authorities say a single-engine aircraft crash-landed on a golf course in Lakeway, Texas, on Thursday (May 10) after apparently having engine troubles. None of the three people on board, including two children, were reported injured. Lakeway police spokeswoman Mary Proctor said an Arizona man and his two kids, ages six and eight, were headed to Lakeway to visit friends when their aircraft went down shortly before 1900. The aircraft crashed at Flint Rock Falls Gold Course, only a few miles from the Lakeway Airpark where the aircraft was headed. The aircraft was described as a single-engine Cessna 180. The crash remains under investigation.

London, May 17 — Cessna 180, N2209C, operated by Neurosurgical Specialists, lost power and crash landed on a golf course at Austin, Texas, at 2346, local time, May 10. The aircraft was substantially damaged.

CRASH, MOULTON AREA, ALABAMA, UNITED STATES

London, May 17 — Hughes 369A, N468WE, crashed under unknown circumstances in a remote area of Bankhead national forest, wreckage located in the vicinity of Moulton, Alabama, May 13. The one person on board was fatally injured, the aircraft was destroyed.

CRASH, OXFORD COUNTY REGIONAL AIRPORT, MAINE, UNITED STATES

London, May 10 — Cessna 172M (Skyhawk) ran off the runway on landing at Oxford, Maine, at 2100, May 8, and flipped over. The aircraft was damaged.

CRASH, SPANISH FORK CANYON, UTAH, UNITED STATES

London, May 10 — Cessna P210N (Centurion II) N7343P crashed near Spanish Fork, Utah, at 1750, May 5, while on a flight from Price, UT, to Twin Falls, Idaho. The aircraft was destroyed. The one person on board was killed.

EMERGENCY LANDING, KARACHI INTERNATIONAL AIRPORT, PAKISTAN

Karachi, May 16 — An aircraft of Pakistan International Airlines (PIA) made an emergency landing at Karachi International Airport yesterday. PIA flight PK-344, Boeing 737 (Registration number AP-BCA) bound for Multan via Faisalabad with 94 passengers on board took off from airport about 0730 hrs and after 50 minutes observed technical problem in one of its engines and discontinued the flight. The pilot requested an emergency landing and landed at the airport around 0820 hrs. The aircraft is being repaired while passengers were sent through an other aircraft. — Correspondent.

EMERGENCY LANDING, ORLANDO SANFORD INTERNATIONAL AIRPORT, UNITED STATES

London, May 11 — A Boeing 747 aircraft was forced to make an emergency landing yesterday. The aircraft was a Travel City Charter flight, headed to Gatwick, England. Shortly after take-off from the Orlando Sanford International Airport, it lost an engine. The aircraft then began circling the skies over Lake County, dumping fuel. The aircraft did end up touching down without incident. No injuries were reported. The charter company is now looking to get the passengers on another flight.

EMERGENCY LANDING, TAMPA INTERNATIONAL AIRPORT, FLORIDA, UNITED STATES

London, May 12 — A commuter aircraft made a safe emergency landing

at the Tampa International Airport yesterday after a technical problem with landing gear. No one was injured, officials said. The Beechcraft 1900 was by Gulfstream International Airlines as Continental Connection Flight 9133 from Jacksonville to Tampa. It landed on the runway shortly about 2140 hrs, said airport spokeswoman Christine Osborn. None of the 17 people on board were injured, Osborn said. "Our fire rescue was standing by," she said "We knew there was a potential for a problem with the aircraft." One of the landing gear, which come down during landing and take off, collapsed upon landing, said Kathleen Bergen, a Federal Aviation Administration spokeswoman.

London, May 14 — A press report, dated May 13, states: Passengers on board a Beechcraft 1900 touching down at Tampa International Airport last night experienced a scary landing. The aircraft landed nose-first on the runway when its landing gear broke, WESH 2 News reported. Police said that no one on board was hurt. Officials said they don't know what caused the gear to break.

FIRE ON AIRCRAFT, POINTE NOIRE, DEMOCRATIC REPUBLIC OF CONGO

London, May 13 — Ilyushin Il-76 cargo aircraft was destroyed in a fire at at Point-Noire Airport on May 10. The fire began in a 4x4 vehicle being loaded onto the aircraft for the Il-76's intended flight to Brazzaville.

FLIGHTS DELAYED, KARACHI, PAKISTAN

Karachi, May 12 — Pakistan International Airlines (PIA) said today all domestic and international flights from Karachi were delayed because cabin crews could not reach the airport because of road blocks. The main road to the airport was blocked today apparently in a bid by government supporters to disrupt plans by the country's suspended chief justice to hold a rally with his supporters in the city. "There has been a disturbance to our flight schedule since last night. It's not because we don't have planes but the reason is our cockpit and cabin crews cannot reach the airport," said PIA spokesman Nasir Jamal. City police said they did not know who had parked trucks and oil tankers and placed containers across city roads, virtually sealing off the airport and much of the city centre. But a government official, who declined to be identified, said authorities had blocked the roads in the interests of maintaining order. Jamal said incoming flights were not disrupted. Hundreds of travellers were stranded at the airport, said one passenger waiting for a domestic flight. — Reuters.

INCIDENT AT INHAMBANE, MOZAMBIQUE

London, May 11 — One person was slightly injured late Wednesday (May 9) after a minor fire incident involving a

light aircraft which was taxiing for take-off from the airport in the southern Mozambican city of Inhambane, according to the Noticias daily newspaper. The aircraft belonging to private air company MEX, was carrying 14 passengers from Inhambane to Maputo. But shortly before takeoff fire was spotted on the aircraft, apparently caused by fuel dripping from one of the wings. One of the passengers was injured in the stampede as panic-stricken people rushed to leave the aircraft. Although the crew said the situation was under control, the passengers refused to get back on board.

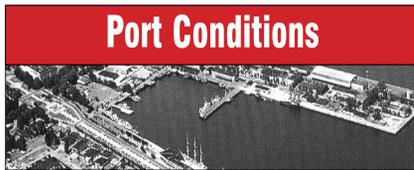
MID-AIR COLLISION, SHARONVILLE AREA, CINCINNATI, OHIO, UNITED STATES

London, May 12 — Two small aircraft collided yesterday over suburban Cincinnati, raining debris onto roads and backyards and killing three people on board, federal investigators said. Based on witness accounts, the Federal Aviation Administration initially said one of the aircraft might have been a helicopter. The agency later confirmed two aircraft were involved. The FAA had no information about the aircrafts' flight plans or why they were so close together. Blue Ash Airport, a runway used by small planes, is several miles away. The planes' pilots were not required to file flight plans and apparently were not in contact with air traffic controllers, the FAA said. Under federal regulations, the pilots were responsible for maintaining a safe distance on a clear, sunny afternoon. Two of the victims were on board a Cessna 172, and their identities were withheld pending notification of relatives. The pilot of the other aircraft, a Beechcraft Bonanza, was identified as Neils Harpsoe of suburban West Chester. No injuries were reported on the ground.

London, May 14 — A press report, dated May 13, states: Federal investigators yesterday studied debris from the mid-air collision of a Cessna 172 and a Beechcraft Bonanza, looking for clues about why the aircraft crossed paths, killing three people. One witness told investigators that the aircrafts' wings hit, causing them to plummet. The Federal Aviation Administration said in a statement that "it will be several months" before information on what might have caused the crash is released. The agency's full investigation of Friday's (May 11) collision could take a year or more. Investigators interviewed witnesses yesterday to try to learn why the pilots, who were responsible for keeping a safe distance on a clear afternoon, got so close. One witness said that "the aircraft were travelling in opposite directions and the wings impacted," said Ed Malinowski, investigator with the National Transportation Safety Board. Debris from the collision rained onto roads and backyards but missed those on the ground as rush hour approached. Authorities released the names of two more victims yesterday.

David Woeste Jr., 31, and Edward L. Hitchens, 65, both of Cincinnati, were aboard a Cessna 172, the State Highway Patrol said. It wasn't clear who was piloting the aircraft, the patrol said. The pilot of the Beechcraft Bonanza was identified Friday as Niels Harpsoe, 64, of suburban West Chester. The aircrafts' pilots were not required to file flight plans and apparently were not in contact with air-traffic controllers, the FAA said. No injuries were reported on the ground. Several vehicles and one house had minor damage. The aircraft crashed to the ground about 1500 hrs in an area with several well-travelled highways that were closed temporarily while investigators looked for debris.

London, May 17 — Cessna 172, N6614D, operated by Flying Neutrons Inc., and Beech V35B, N1835L, privately operated, collided in mid-air 2.5 miles from the airport at Cincinnati, Ohio, at 1903, local time, May 11. There were two persons on board N6614D, and one person on board N1835L, all three persons on board the two aircraft were fatally injured, the aircraft were destroyed.



AUSTRALIA

London, May 10 — The cost of shipping coal, iron ore and other dry-bulk commodities rose to a record for an eighth day as port congestion in Brazil and Australia kept vessels idle. The Baltic Dry Index, a global measure of commodity shipping costs on different routes and ship sizes, rose 1.3 percent to 6,478 yesterday, based on data from the London-based Baltic Exchange. Bulk freight rates have risen 47 percent this year to a record on increasing demand for raw materials from China, the world's biggest consumer of iron ore and coal. That contributed to port congestion in Australia as terminals became unable to handle the volume of goods sold for export. "Congestion problems in Australia are slowly improving," said Ralph Leszczynski, research manager at Banchero Costa and Co. SpA, based in Genoa, Italy. "There are reportedly now increasing problems at Brazilian export ports." The queue of ships waiting to load at Newcastle, the world's largest coal export terminal, rose by three to 70 in the week ended May 7, from a record of 74 in the week ended April 23, the Newcastle Port Corp. said. The average daily rate to hire a Capesize carrier, which typically hauls 175,000 tons of coal or iron ore, rose 1 percent to \$108,903 as of May 9, according to the Baltic Exchange.

ITALY

Genoa, May 15 — A 24-hours national strike of port labourers has been declared and is in course today in Italy, following a fatal accident involving a harbour worker of Conateco container

terminal, Naples, within the last few days. — Lloyd's Agents.

NIGERIA

London, May 12 — A press report, dated May 11, states: The contract to rebuild the east and west moles at the port of Lagos, Nigeria, was awarded this week by Nigeria's Federal Government to China Engineering Construction Co (CCECC). The moles or breakwaters protecting the harbour and city from the open sea have been neglected in recent years and have become unsafe and dilapidated, and earlier this year the Federal Government approved an estimate of US \$24 million to rebuild and repair them. The moles were originally built in 1903. Because of their poor condition heavy seas wash over and through them and flooding has occurred at Victoria Island within Lagos harbour.

PAKISTAN

See under "Political & Civil Unrest."

TANZANIA

London, May 11 — A press report, dated today, states: Signs of relief are now evident at the Dar es Salaam port's main container terminal, as cargo clearance is being expedited smoothly to ease congestion. The Director of Ports and Shipping Services Regulations of the Surface and Marine Transport Regulatory Authority (SUMATRA), Mr Peter Lupatu, said yesterday that it now takes a day to clear cargo compared to seven days a few months ago. He said cargo clearance at the Tanzania International Container Terminal Services (TICTS) has improved after the acquisition of new horizontal-vertical cranes, the improved services of Tanzania Revenue Authority and the Tanzania Ports Authority. Mr Lupatu, who is chairing a committee formed to oversee ways to reduce cargo congestion at the port, said until yesterday, there were about 6,494 containers as opposed to the past few months, when more than 10,000 containers could be found at the terminal. At the moment, he said between 350 and 380 containers are being cleared daily at the terminal compared to 200 containers before the improvement of the service. However, the Chairman of the Tanzania Shipping Agencies Association, Mr Emanuel Mallya, said the delay was now three days and not a day as claimed by Mr Lupatu. Mr Mallya expressed fears that the said relief would not last, because there was a reduction of activities at the port. Cash crops are normally exported between June and August. "The congestion relief could be deceiving at the moment," he said. The Director General of the Freedom Forwarders, Mr Thomas Malya, also raised a similar concern, saying TICTS has failed to invest heavily on acquiring cranes at both the terminal and Ubungu depot. This reporter witnessed two vessels, *MSC Varelia* and *MSC Manthenha*, which arrived on May 8 and were offloading their cargo at the terminal yesterday.

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
Australia		
Abbott Point	21-May-2007	Coal: One vessel loading at berth; 11 vessels due by 11/6; no delays expected.
Brisbane	21-May-2007	Coal: Fisherman Island coal berth; Twelve vessels due by 5/8.
Dalrymple Bay	21-May-2007	Coal: Two vessels loading at berth; 50 vessels arrived; 32 vessels due by 17/6; 5-25 days delay expected.
Dampier	21-May-2007	Iron ore: Parker Point: One vessel loading at berth; 3 vessels arrived; 9 vessels due by 1/6; East Intercourse Island: 1 vessel loading at berth; 3 vessels arrived; 14 vessels due by 8/6; 3-9 days delay expected at Dampier.
Esperance	21-May-2007	Iron ore: Three vessels due by 2/6.
Geraldton	21-May-2007	Iron ore: Two vessels at anchor; 4 vessels due by 8/6.
Gladstone	21-May-2007	Coal: 11-15 days delay expected; R.G. Tanna coal terminal: One vessel in berth; 22 vessels arrived; 29 vessels due by 1/7; Barney Point: 1 vessel in berth; 1 vessel arrived; 10 vessels due by 25/6.
Hay Point	21-May-2007	Coal: One vessel loading at berth; 7 vessels arrived; 16 vessels due by 4/6; 5-25 days delay expected.
Newcastle	21-May-2007	Coal: Kooragang 4, 5 and 6: Two vessels loading at berth; 38 vessels arrived; 35 vessels due by 13/6; 10-27 days delay expected;; Dykes 4+5: 2 vessels loading at berth; 20 vessels arrived; 19 vessels due by 10/6; 19-27 days delay expected.
Port Hedland	21-May-2007	Iron ore: Nelson Point: Two vessels loading at berth; 4 vessels arrived; 15 vessels due by 17/6; BHP Iron Ore Pty. Ltd., Goldsworthy (Finucane Island "C" berth): berth closed for refurbishment; (Finucane Island "D" berth): 1 vessel loading at berth; 2 vessels arrived; 6 vessels due by 31/5; Cockatoo Island: 1 vessel due 23/5; Koolan Island: 1 vessel due 2/6; 1-5 days delay expected at Port Hedland.
Port Kembla	21-May-2007	Coal: One vessel loading at berth; 22 vessels due by 22/6; 1-2 days delay expected.
Port Walcott	21-May-2007	Iron ore: Two vessels loading at berth; 8 vessels arrived; 13 vessels due by 5/6; 5-10 days delay expected.
Whyalla	21-May-2007	Iron ore: Two vessels loading at anchorage; 2 vessels due by 14/6.
Azerbaijan		
Apsheron	21-May-2007	Oil products: Four vessels at berth of which 3 discharging (1 kumkol, 1 jet fuel, 1 gasoil, 1 empty).
Baku	21-May-2007	Oil products: Azertrans terminal: Nobel Avenue: No vessels; Sangachal District: port open; no vessels.
Bulgaria		
Bourgas	22-May-2007	Seven vessels in port of which 6 loading (1 ammonium nitrate, 1 coils, 1 copper concentrate, 1 container, 1 gasoil), 1 discharging metal; no vessels in roads; 5 vessels due of which 2 to load (1 lead, 1 copper concentrate), 3 to discharge (1 coal, 1 metal, iron ore).
Varna	21-May-2007	Varna East, Varna West, Balchik: Thirty-one vessels in port operating of which 15 loading (2 bulk wheat, 1 bulk maize, 1 hardboard, 1 sunflower seed, 1 bulk slag, 1 bulk clinker, 1 equipment, 1 silica sand, 1 caustic soda, 1 scrap, 3 soda, 1 spare parts/containers), 7 discharging (1 TSP, 1 pet coke, 3 bulk coal, 1 bulk slag, 1 steel coils), 9 discharging/loading (7 containers, 1 equipment, 1 equipment/containers/bulk cement); no vessels waiting in roads.
Cyprus		
Larnaca	22-May-2007	One conventional vessel discharging at berth; 1 conventional vessel due 23/5; no delays expected.
Limassol	22-May-2007	Five container vessels discharging/loading at berth, 1 conventional vessel discharging at berth; 3 container vessels, 2 conventional vessels, 2 Ro/Ros, 6 passenger vessels due 23/5; no delays expected.

Port Conditions

Israel

Ashdod	22-May-2007	No labour problems; Two vessels loading general cargo at berth, 14 discharging at berth (9 general cargo, 5 bulk cargo), 1 loading/discharging containers at berth; 1 vessel waiting at anchorage to load general cargo, 4 waiting at anchorage to discharge general cargo; 12 vessels due, with 2-3 days delay expected.
Eilat	22-May-2007	No labour problems; One vessel discharging general cargo at berth; 1 vessel waiting at anchorage to discharge general cargo; 3 vessels due, with no delays expected.
Haifa	22-May-2007	No labour problems; Six vessels discharging at berth (4 general cargo, 2 bulk cargo), 8 loading/discharging at berth (3 containers, 5 tankers); 4 vessels waiting at anchorage to discharge general cargo, 1 tanker waiting at anchorage to load/discharge; 4 vessels under repairs/dry-docked; 24 vessels due, with 2-3 days delay expected.

Kazakhstan

Aktau	21-May-2007	Oil products: Three vessels loading crude oil at berth; 3 vessels in roads, all to load; 5 vessels due by 22/5, all to load..
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Poland

Gdansk	21-May-2007	Ten vessels in port operating of which 6 loading at berth (1 coal, 3 bulk cargo, 2 general cargo), 4 discharging at berth (2 grain, 1 general cargo, 1 tanker); 11 vessels under repairs/dry-docked; 24 vessels due.
Gdynia	21-May-2007	Seven vessels in port operating of which 2 loading general cargo at berth, 5 discharging at berth (3 grain, 1 general cargo, 1 bulk cargo); 19 vessels under repairs/dry-docked; 50 vessels due.

Russia

Novorossiysk	21-May-2007	Thirteen vessels in port operating of which 11 loading, 4 discharging (3 vegetable oil, 1 DRI, 3 steel billets, 1 copper, 1 aluminium, 1 wheat, 1 copper WRIC), 2 discharging (1 cattle, 1 oranges); 4 vessels in roads of which 3 to load (2 wheat, 1 equipment), 1 to discharge potatoes; 53 vessels due of which 48 to load, 3 to discharge (1 coils, 1 vehicles, 1 equipment), 2 to load/discharge containers; Oil terminal: 3 tankers in roads of which 2 to load (1 crude, 1 diesel oil); 5 tankers due, all to load crude oil.
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Slovenia

Koper	21-May-2007	Port working normally; Nine vessels at berth of which 4 loading (3 sawn timber/general cargo, 1 bulk cargo), 4 discharging (1 vehicles, 1 general cargo, 2 bulk cargo), 1 discharging/loading containers; 2 vessels waiting at anchorage of which 1 to load bulk cargo, 1 to discharge/load vehicles; 13 vessels due over the next 2 days of which 4 to load (1 bulk cargo, 3 general cargo/sawn timber), 5 to discharge (1 tanker, 5 bulk cargo), 4 to discharge/load (5 containers, 3 vehicles).
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Spain

Bilbao	21-May-2007	Twenty-two vessels in port operating (3 tankers, 19 others), of which 3 loading, 10 discharging, 9 loading/discharging.
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Sri Lanka

Colombo	22-May-2007	Berthing/unberthing (pilotage) delays being experienced on breakbulk/conventional vessels. Delays to conventional vessels are due to the fact that container/feeder vessels are given priority berthing at breakbulk berths if there is container congestion; conventional cargo vessels at BQ 1 & 2 are facing delays in navigation after commissioning of SAGT 1 & 2 berths (former QEQ 1 & 2); conventional cargo vessels at PVQ 2 (inner berth) are facing berthing and unberthing delays after commissioning of new north pier (formerly known as "oil pier"). Seven container/feeder vessels loading at berth, 19 vessels discharging at berth (12 container/feeders, 5 bagged fertiliser, 1 bagged cement, 1 bulk cement); 1 container/feeder vessel waiting at anchorage to load, 4 container/feeder vessels waiting at anchorage to discharge; 4 vessels dry-docked; 12 vessels due (11 container/feeders, 1 bulk cement), with no delays for general cargo/bagged cargo/containers/feeders expected.
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Turkmenistan

Turkmenbashi	21-May-2007	Oil products: One vessel discharging crude oil at berth; 9 vessels in roads, all to load (5 gasoil, 1 kerosene, 3 others).
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Ukraine

Ilechevsk	21-May-2007	Eleven vessels in port operating of which 8 loading (3 steel products, 2 sunflower oil, 2 pig iron, 1 sunflower cake), 1 discharging nickel ore, 2 discharging/loading containers; 10 vessels in roads, of which 3 to load (1 steel products, 2 sunflower oil), 7 to discharge/load containers; 18 vessels due of which 12 to load (7 steel products, 1 sunflower oil, 4 grain), 6 to discharge/load containers.
Mariupol	21-May-2007	Eleven vessels in port operating, all loading (6 steel, 2 coal, 1 equipment, 2 fire-clay); 4 vessels in roads, all to load (1 steel, 2 coal, 1 fire-clay); 42 vessels due, all to load (17 steel, 9 coal, 11 fire-clay, 1 coke, 1 slag, 1 equipment, 2 sulphur).
Odessa	21-May-2007	Sixteen vessels in port operating of which 5 loading (3 metal, 1 coal, 1 timber/general cargo), 9 discharging (4 passenger vessels, 2 baggage, 3 bananas), 2 discharging/loading containers; 1 vessel in roads to discharge metal; 68 vessels due of which 29 to load (23 metal, 3 pig iron, 2 ore, 1 wheat), 10 to discharge (4 metal, 1 bananas, 3 sugar, 1 general cargo, 1 fish), 29 to load/discharge containers.

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