

## RadAR cited in Sea Express collision

By Michael Grey

**PROBLEMS with radar navigation, communications and information transmission led to a collision in thick fog in the River Mersey, which left a fast ferry with 274 passengers aboard badly damaged, a Marine Accident Investigation Branch report has concluded.**

The investigation was undertaken following the collision on February 3 between the Isle of Man Steam Packet Co-operated catamaran Sea Express 1 and the 22,700 dwt Greek-flag geared bulker Alaska Rainbow, managed by J G Goumas.

The ferry was inbound from the Isle of Man to the Liverpool Landing Stage with a trainee master conning the vessel and due to be examined on his berthing of the craft by the regular master.

The bulker, with pilots aboard and tugs made fast fore and aft, was stemming the flooding tide off the Alfred Dock, having just aborted its locking into Birkenhead. The catamaran was running at about seven knots when the bulker's forward tug was seen by the catamaran bridge team directly ahead.

The ferry successfully avoided a collision with the tug, but seconds later the starboard hull of the ferry and the bulbous bow of the bulker made contact. A large hole was torn in the catamaran's starboard hull, flooding the engine room and jet pump room.

The inquiry, which was assisted by the Vessel Data Recorder aboard the ferry, found that the radar aboard the catamaran was sea-stabilised, which confused the picture and made it difficult to detect the Alaska Rainbow and the attached tugs. Distraction was also an issue on the bridge of the ferry.

Information about the presence of the bulker and its actions from the vessel traffic service and other ships in the river failed to register on the ferry.

Aboard the Alaska Rainbow, stopped and with tugs attached, it was assumed that the ferry would take avoiding action, and no precautions were taken by the bridge team.

It was suggested that a more proactive and supporting role for the pilot might have been offered by the master and officer of the watch on the bulker bridge.

Other issues that generated recommendations by the inspector included advice to the port authority to review its Port Marine Safety Code with particular reference to VTS operations and the workload of operators.

The IoM Steam Packet Co was recommended to review its radar and bridge team procedures and address difficulties with lifejackets, which became apparent during the emergency. Both Mersey Docks and ferry managers have taken action.

## Indonesia detains Kraton pirates

By Marcus Hand in Singapore

INDONESIAN authorities have detained 14 pirates who hijacked a product tanker at the weekend.

The Indonesian-flagged 2,511 dwt Kraton was hijacked on Saturday evening, around 40 km south of the Indonesian island of Bintan, according to the Regional Co-operation Agreement on Combating Piracy and Armed Robbery against Ships in Asia.

The Kraton's master was able to get a message to the pilot station at Tanjung Buyut in Palembang, reporting that the vessel had been boarded by several robbers. Although no further contact could be made with the tanker, a tracking system allowed authorities to search for it.

The vessel, bound for Cilacap from Palembang with a cargo of palm oil, was traced to Indonesian waters south of Tanjung Ayam, Malaysia and was boarded by Indonesian authorities. The Indonesians detained 14 suspected pirates for further investigations. All 17 crew were reported to be safe and the cargo intact.

The incident is similar to a spate of phantom ship hijackings earlier in the decade in which groups of pirates would hijack a vessel, steal its cargo and then repaint and rename the ship to trade illegally in the region's waters. Reuters

**Publisher**  
Julio Espin

**Editorial Director**  
John Fossey

**Editor**  
Steve Legall

**Published By**  
Lloyd's MIU  
An Informa Business  
69-77 Paul Street  
London EC2A 4LQ

**Editorial**  
Tel: +44 (0) 20 7017 7460  
Fax: +44 (0) 20 7017 4788  
Email: [editorial@lloydsniu.com](mailto:editorial@lloydsniu.com)

**Advertising**  
Tel: +44 (0) 20 7017 4488  
Fax: +44 (0) 20 7017 5007  
email: [advertising@lloydsniu.com](mailto:advertising@lloydsniu.com)

**Subscriptions**  
London  
Tel: +44 (0) 20 7017 4482  
Fax: +44 (0) 20 7017 5007  
Email: [enquiries@lloydsniu.com](mailto:enquiries@lloydsniu.com)

**New York**  
420 Lexington Avenue, Suite 615  
New York, NY 10170, USA  
Tel: +1 (212) 907 5830  
Fax: +44 (0) 20 7017 5007  
Email: [enquiries@lloydsniu.com](mailto:enquiries@lloydsniu.com)

**Singapore**  
1 Grange Road, Orchard Building,  
#08-02, Singapore 239693  
Tel: +65 6514 4186  
Fax: +65 6235 4096  
Email: [enquiries@lloydsniu.com](mailto:enquiries@lloydsniu.com)

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

Vessel	Type	Flag	Class	GT	DWT	Bit	Casualty
AYFER KA	chem/oil tanker	TUR	BV	2,665	3,350	2007	Towed into Colombo Sep 1 following engine problems 600 miles from the port. No berths available so towage continued Sep 7 for Karachi. ETA Sep 22.
BAYBURT 5	general	TUR	RS	7,669	10,420	1978	Returned to Salalah Sep 12 after having engine problems 200 miles from the port. Carried out some repairs in port. Shifted to anchorage Sep 18 to complete repairs.
BHARATIDASAN	product tanker	IND	IR	16,515	29,755	1991	In collision with Prem Pride at Haldia oil jetty Sep 13. Some damage sustained. Sailed Sep 16 following cargo discharge.
BIRKA TRADER	ro-ro	ALD	NV	12,251	8,853	1998	Towed into Hamburg Sep 13 following machine failure/rudder problems. Sailed Sep 15.
BOW STAR	chem tanker	SGP	NV	29,965	39,832	2004	Grounded while outbound from Pulau Batam Sep 13. Double bottom ballast tanks leaking, but vessel stable and safe. Still aground Sep 19.
CHANG TONG	bulker	PAN	—	20,700	35,343	1978	In collision with <i>Hanjin Gothenburg</i> 41 miles north of Yantai, Bohai Sea, Sep 15. Vessels stuck together. Rescue vessels on the scene. Being moved to shallower waters.
DREAM	passenger	BHS	NV	22,945	4,525	1970	Reported Sep 18 with a 10 degree list at Rhodes due damaged ballast pump. Passengers taken off. List corrected. Still at Rhodes Sep 20 pending investigation. Master, first mate & 2 engineers charged with endangering safety.
HANJIN GOTHENBURG	container	DEU	GL	65,131	68,063	2002	In collision with <i>Chang Tong</i> 41 miles north of Yantai, Bohai Sea, Sep 15. Vessels stuck together. Rescue vessels on the scene. Being moved to shallower waters.
NAVIOS ARC	bulker	PAN	NK	30,002	53,514	2003	Grounded on a sandbank off the Tergrasa terminal, in Superporto, Rio Grande(BRA) Sep 12. Refloated by five tugs, same day and alongside the terminal for cargo operations. Sailed Rio Grande Sep 14.
SAUNIERE	bulker	CAN	LR	16,522	24,481	1970	Contacted the south sea wall of Canso Causeway, Nova Scotia, in lat 45 38.53N, long 61 24.50W, Sep 18. Sustained 10-12 foot dent above the waterline in way of No.1 port side tank.
SEA ANGEL	ro-ro	MLT	BV	7,744	4,114	1982	Had fire in the engine-room about 45 km off Novorossiysk Sep 14. Tugs on scene. Extinguished Sep 15. Towed to Novorossiysk same day. In shipyard Sep 19, repair prospects unknown.
SEAMEC II	diving	IND	LR	4,327	2,067	1982	Had explosion on board at Curacao Drydock Sep 20. Fatalities/injuries reported.
SICHEM MALAGA	chem/oil tanker	MLT	NV	4,599	7,804	1994	Had propulsion failure 50 miles south of Crete Sep 14. Towed to Valletta Sep 18 and anchored for inspection and repair.
SUNNY DAY	ro-ro	PAN	—	5,556	2,432	1977	Sank in stormy conditions in the Black Sea, 39 miles off the Turkish coast Sep 14. All 31 persons on board rescued.

# CONTENTS

Reports appear in alphabetical order under the following headings and relevant page number:

<b>Marine, including Overdue &amp; Missing Vessels</b>	<b>1</b>
<b>Port State Control</b>	<b>14</b>
<b>Seizures &amp; Arrests</b>	<b>15</b>
<b>Pipeline Accidents</b>	<b>15</b>
<b>Pollution</b>	<b>15</b>
<b>Weather &amp; Navigation</b>	<b>15</b>
<b>Natural Disasters</b>	<b>17</b>
<b>Political &amp; Civil Unrest</b>	<b>17</b>
<b>Labour Disputes</b>	<b>17</b>
<b>Aviation</b>	<b>17</b>
<b>Port Conditions</b>	<b>20</b>
<b>Port Conditions charts</b>	<b>22</b>

© Lloyd's MIU 2007 These reports may not be reproduced, stored in a retrieval system, or transmitted in any form or by any means electronic, mechanical, photographic, recorded or otherwise without the prior written permission of the publisher.

**LLOYD'S MIU**  
The leader in global maritime information

The following reports are reprinted from Lloyd's List



## **ACACIA (St. Vincent & Grenadines)**

Piraeus, Sep 20 -- Roll On Roll Off *Acacia* is still in port at Piraeus. According to her local agents, she is expected to sail in 10 to 14 days. -- Lloyd's Agents.

## **ACCORD (Philippines)**

Manila, Sep 18 -- Philippine Trigon Shipyard reported that it had recently completed the bottom hull replating of general cargo *Accord*. The vessel left the Philippine Trigonis Cebu shipyard on Sep 9 under tow of a sister vessel, *Premship 4*. *Accord* is now in Oano Wharf in Cebu where its engine, propeller and rudder are being repaired. *Accord* sustained several cracks in its hull as well as engine, propeller and rudder damage when it ran aground off Malinao town in Albay province on Jan 17. -- Correspondent.

## **AFRICAN ORYX (Bahamas)**

See *Tian Dao*.

## **AGIOS DIONYSIOS (Greece)**

See *Captain Blue*.

## **AIGIORGIS (Malta)**

London, Sep 17 -- According to Tuticorin Port Trust bulk carrier *Aigiorgis*, in ballast, was still in port under repair.

## **AILSA CRAIG (Panama)**

London, Sep 20 -- Floating production tanker *Ailsa Craig* sailed from Piraeus on Sep 9.

## **AKTI N. (Liberia)**

London, Sep 18 -- Product tanker *Akti N.* sailed Abidjan Sep 12.

## **AKVARESURS (Russia)**

Portsmouth, UK, Sep 13 -- Fishing (general) *Akvaresurs* still drifting at 1210, Sep 12. Rescue vessel *Radishchev* has arrived to assist in lat 03 44N, long 59 41E, but can not go alongside due heavy swell. *Radishchev* intends to help to start the main engine of *Akvaresurs*. -- Correspondent.

Portsmouth, UK, Sep 17 -- Fishing (general) *Akvaresurs* was taken in tow by *Radishchev* at 1000, Sep 16 in lat 05.33N, long 59 33E. Vessels are en route to the Maldives Islands at a speed of five knots where they will attempt to repair its main engine. -- Correspondent.

## **ALMERE**

Kiel, Sep 20 -- Three-masted clipper *Almere*, length 40 metres, sank after striking the at E-A1 buoy at 1430, local time, yesterday. It settled on the bottom of the Dutch Markermeer off Edam at 1530 same day with only the masts above the water. Thirty-two German pupils, of about 15 years, from

Paderborn, their two teachers and the crew of two were rescued by KNRM-boats and taken to Haarlem by the charter ship *De Gouwzee*, which had been standing close to the scene. After the clipper had sprung a leak in the foreship region it became clear that the pumps could not cope the flooding. Twenty people were evacuated at 1500 hrs, then five minutes later the remaining persons left the vessel. The ship was listing seriously to port then. It later settled on even keel. Oil leaked out after the sinking, and vessel *Breezand* of the Rijkswaterstaat was sent to seal the leakage. The owner of the ship was advised to salvage the wreck. *Almere* served as a cargo sailing ship for the Hanzestad Compagnie in Belgium and the South Netherlands until 1993. Since 1994 it is touring as a charter ship from Kampen and is homeported in Lelystad. -- Correspondent.

## **ALSTEN (NIS)**

Kiel, Sep 14 -- Ferry *Alsten* (694 gt, built 1950) ran aground in Kvaloyhavn on Sep 13. The vessel was able to refloat under own power and proceeded to a quay in Austbo, where the passengers disembarked. Ferry *Nesna* was called to replace *Alsten*, which has moved to Sandnessjoen with own power. How long the ship will be out of service is unknown as the damage has yet to be assessed and a decision taken whether the vessel has to be drydocked. -- Correspondent.

## **ALSTEN (Norway)**

Kiel, Sep 19 -- Passenger ro/ro *Alsten* docked at Sandnessjoen, this morning. - - Correspondent.

## **AMBASSADOR II (Bahamas)**

London, Sep 14 -- A press report, dated today, states: The U.S. Coast Guard this morning ordered Sterling Casino Lines' passenger ro/ro *Ambassador II* (11940 gt, built 1970), one of two gambling ships based at Port Canaveral, to stay at port until it fixes a malfunctioning generator. Coast Guard spokesman Petty Officer 1st Class Donnie Brzuska said the Coast Guard received an anonymous call at 0830, this morning, from someone saying the vessel was having generator problems. A subsequent Coast Guard inspection found three of the four generators were not working properly. Sterling earlier had reported to the Coast Guard that two of the generators were out of service. One was out of service for several months, the other since Sep 9, according to Brzuska. But Coast Guard inspectors who boarded the vessel at Port Canaveral at 0900 hrs discovered that a third generator was overheating and shutting off, i Brzuska said, forcing the ship to cancel its scheduled day cruise from Port Canaveral.

London, Sep 18 -- A press report, dated today, states: In Brevard County, it will be at least tomorrow before Sterling's casino ship passenger ro/ro *Ambassador II* is back in open waters. Over the weekend (Sep 15-16), the

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

Coast Guard ordered the vessel to stay docked at Port Canaveral because of problems with emergency generators on board. The cruise line won't have the parts to make those repairs until midweek. The vessel must then pass another inspection.

London, Sep 20 -- A press report, dated Sep 19, states: Passenger ro/ro *Ambassador II*, at Port Canaveral, was still out of service today, but representatives of owners Sterling Casino Lines, hope it will resume operations tomorrow. The vessel has been docked since Friday (Sep 14), due to problems with its generators. This afternoon, the vessel failed another inspection, the US Coast Guard reported. The vessel's temporary generator was not properly attached to the deck, according to Petty Officer 1st Class Donnie Brzuska, a Coast Guard spokesman. They also had a leak in their steering ram seal, he said. It was losing hydraulic fluid at a rapid rate. Brzuska said the leak might have put the vessel in a compromising situation. *Ambassador II* is due for another inspection tomorrow. (See issue of Sep 20.)

#### **AMERICAN INTEGRITY (U.S.A.)**

London, Sep 18 -- Bulk carrier *American Integrity* sailed Duluth Sep 15.

#### **AMUL (Comoros)**

London, Sep 13 -- Following received from Cape Town MRCC, timed 1247, UTC: Bulk carrier *Amul* is still in the same position and is being held in place by tug *Smit Amandla*. Crew remain on board a fishing vessel anchored close to the casualty.

London, Sep 14 -- Following received from Cape Town MRCC, timed 0915, UTC: The situation regarding bulk carrier *Amul* remains unchanged.

London, Sep 17 -- Following received from Cape Town MRCC, timed 0947, UTC: Bulk carrier *Amul* is still in the same position and is being held in place offshore by tug *Smit Amandla*.

London, Sep 19 -- Following received from Cape Town MRCC, timed 0920, UTC: Bulk carrier *Amul* sank in lat 34 35.4S, long 26 59.5E, at 0212, local time, today.

London, Sep 20 -- Following navigation warning issued Sep 19: Bulk carrier *Amul* sank in approximately 3,500 metres of water in lat 34 35.4S, long 26 59.5E.

#### **ANNABELLA (U.K.)**

London, Sep 13 -- A Marine Accident Investigation Branch, UK, report, dated today, states: During the evening of Feb 25, on passage in the Baltic Sea, fully cellular containership *Annabella* encountered heavy seas which caused the vessel to roll and pitch heavily. The master reduced speed and adjusted course to reduce the motion and by the early hours of Feb 26 the vessel had resumed its normal passage. That morning it was discovered that a stack of seven 30 foot cargo containers in bay 12, No.3 hold, had collapsed against the forward part of the hold. This resulted in damage to the containers, the upper

three of which contained hazardous cargo. The vessel was originally heading for Helsinki and was redirected to the port of Kotka where the emergency services attended and specialist contractors safely unloaded the damaged hazardous containers on Mar 4. The collapse of cargo containers occurred as a result of downward compression and racking forces acting on the lower containers of the stack, which were not strong enough to support the stack as their maximum allowable stack weight had been exceeded and no lashing bars had been applied to them. As a result of its analysis of this accident and the ascertainment of its causes and circumstances the MAIB considers that there are shortcomings in the flow of information relating to container stowage between the shippers, planners, the loading terminal and the vessel. While the industry recognises that the master must approve the final loading plan, in practice the pace of modern container operations is such that it is very difficult for ship's staff to maintain control of the loading plan. The MAIB also considers that the presence in the transport chain of containers that have an allowable stacking weight below the ISO standard should be highlighted by appropriate marking and coding. The safety issues identified in this, and other, published investigation reports, together with issues that are becoming apparent in the MAIB's ongoing investigation into the structural failure and flooding of the container vessel *MSC Napoli*, identify a compelling need for a Code of Practice for the container shipping industry. The MAIB has therefore recommended the International Chamber of Shipping (ICS): To work with industry to develop, then promote adherence to, a best practice safety code to ensure that (inter alia): Effective communications and procedures exist between all parties involved in the planning and delivery of containers to ensure ship's staff have the resources and the opportunity to safely oversee the loading and securing of cargo. Cargo securing manuals are comprehensive and in a format which provides ready and easy access to all relevant cargo loading and securing information. Loading computer programmes incorporate the full requirements of a vessel's cargo securing manual. Such computers should be properly approved to ensure that officers can place full reliance on the information provided. The availability or otherwise of a reliable, approved, loading computer programme is a factor to be included in determining an appropriate level of manning for vessels on intensive schedules. The resultant increase in acceleration forces and consequent reduction in allowable stack weights when a vessel's GM is increased above the value quoted in the cargo securing manual is clearly understood by vessel's officers. The consequential effect on container stack weight, height and lashing arrangement for changes in the vessel's GM should be readily

available and clearly displayed to ship's staff. Those involved in container operations are aware that containers with allowable stack weights below the ISO standard are in regular use and must be clearly identified at both the planning and loading stages to avoid the possibility of such containers being crushed. With respect to cargo planning operations: Cargo planners have appropriate marine experience or undergo training to ensure ship safety considerations are fully recognised. Cargo planning software provided is able to recognise and alert planners to the consequences of variable data e.g GM, non standard container specifications. Lessons learned from problems identified during container planning operations are formally reviewed and appropriate corrective measures put in place. Ship's staff are provided with sufficient time to verify/approve proposed cargo plans. The MAIB has also recommended Dohle (IOM) Limited: To ensure that when officers are promoted into senior ranks they receive sufficient familiarisation so as to be fully conversant with the contents of the vessel's cargo securing manual before taking responsibility for loading and securing cargo. To ensure that given a vessel's schedule, the manpower allocated to the vessel is sufficient to ensure that the requirements of the company's safety management system can be fully met. The MAIB has also recommended Unifeeder A/S: To revise its current operating procedures to ensure lessons learned from problems identified during container planning operations are formally reviewed and, when appropriate, corrective measures put in place.

#### **ARIELLE (Bahamas)**

Kiel, Sep 14 -- A fire broke out in the sauna region of passenger (cruise) *Arielle* (23149 gt, built 1971) in the port of Rostock Sep 13. Eight crew members were taken to hospital due to smoke inhalation. After attempts to extinguish the fire by the crew proved unsuccessful, the Greek master called the fire brigade. After 90 minutes the fire was fought down. On board were 960 passengers and 300 crew members. No passengers were hurt. In spite of the incident, the vessel is expected to leave port, destined for Tallinn, during the night of Sep 14. -- Correspondent.

London, Sep 14 -- Arielle Investment and Shipping Ltd, owners of the passenger (cruise) *Arielle* report that a small fire broke out in the sauna area of the vessel after it had docked in Rostock on Sep 13. Most of the passengers had disembarked. The master and crew were well equipped and capable of extinguishing the fire, but given that the vessel was docked in port, the master exercised his obligation to alert the local fire brigade, who responded immediately.

London, Sep 20 -- Passenger (cruise) *Arielle* arrived and sailed Helsinki on Sep 18.

#### **ASIA HONGKONG (Philippines)**

Manila, Sep 14 -- Passenger ro/ro *Asia Hongkong* has resumed regular

operations between Cagayan de Oro port and Tagbilaran port. She returned to sea Sep 12 after a crack in the stem was repaired and the Maritime Industry Authority restored its safety certificate.. -- Correspondent.

Manila, Sep 16 -- The master of passenger ro/ro *Asia Hongkong*, which collided landing craft *Sarah*, has blamed *Sarah* for the mishap. In his marine protest filed with the Philippine Coast Guard, the master of *Asia Hongkong* said that at around 2200 hrs, of Sep 4, *Asia Hongkong's* officer on watch detected on radar a fast moving vessel approaching *Asia Hongkong*. After a few minutes *Sarah*, with no sidelights, was sighted on a heading which would place it on a starboard to starboard position from *Asia Hongkong*. Attempts were made to radio *Sarah* but there was no response. While passing near *Asia Hongkong*, *Sarah* suddenly veered and hit it on the portside. Despite the collision, both vessels continued on their respective courses. *Sarah*, which sustained a hole to her portside, was forced to beach itself at Iponan point after she began taking in water and listing. *Asia Hongkong*, which sustained a crack in her stem, was able to reach Cebu port under her own power. A Coast Guard Board of Marine Inquiry will be convened soon to determine the cause of the accident. - Correspondent.

**ATHINA (Barbados)**

London, Sep 13 -- According to Lloyd's MIU AIS, product tanker *Athina* in lat 35 47 3.7N, long 32 3 20.6E, at 2123, today, proceeding at 10.6 knots, bound Kalecik.

**AYFER KA (Turkey)**

Colombo, Sep 19 -- Combined chemical and oil tank *Ayfer KA* (2665 gt, built 2007) was towed into Colombo Sep 1 by tug/supply *Mahanuwara* following engine problems 600 miles off Colombo. It was then established that there were no available berths at Colombo, necessitating onward towage to Karachi. The *Mahanuwara* towed *Ayfer KA* out of Colombo Sep 7 and is ETA Karachi Sep 22. -- Sri Lanka Shipping Co Ltd.

**B 2002 (U.S.A.)**

See *Buchanan 12*.

**BANGLAR SHOURABH (Bangladesh)**

Chittagong, Sep 16 -- Understand from the general manager of the repair yard that the fire on board crude oil tanker *Banglar Shourabh* originated from a welding machine, while working on board near to the vessel's pump room at 1630 hrs on Sep 11. The fire is reported to have been extinguished within half an hour. No damages have been sustained due to the fire. *Banglar Shourabh* is presently lying at Chittagong Dry Dock and is expected to complete her repair works by Sep 20. -- Lloyd's Agents.

**BAYBURT 5 (Turkey)**

Muscat, Sep 17 -- Following engine repairs and bunkers, general cargo

*Bayburt 5* (7669 gt, built 1978) left Salalah Aug 29. After covering a distance of some 200 nautical miles, the vessel developed engine problems. By the time engine problems were fixed it was noticed that the vessel did not have sufficient bunkers and fresh water to reach its next port. Vessel returned to Salalah at 0800, Sep 12, for fresh waters and bunkers. Owing to the non availability of bunker berth and vessel's urgent need of fresh water, it berthed at Oil Pier, around 1100, Sep 12. The vessel expected to shift to bunker berth (No.30 and No.31) Sep 14, to receive bunkers and sail immediately. Vessel is still carrying out engine repairs at Salalah and expected to sail Sep 18. -- Lloyd's Agents.

Muscat, Sep 19 -- General cargo *Bayburt 5* has received bunkers and shifted to anchorage on Sep 18. Understand that it is still carrying out engine repairs and is expected to depart in a day or two. -- Lloyd's Agents.

**BBC ELBE (Antigua & Barbuda)**

London, Sep 13 -- According to LloydsMIU AIS, general cargo with container *BBC Elbe* was located in lat 45 46 43.19N, long 73 21 49.74W, 11.3 nautical miles from Pointe aux Trembles, speed 13.5 knots, at 0806, UTC, Sep 11.

**BBC ISLANDER (Antigua & Barbuda)**

London, Sep 17 -- General cargo *BBC Islander* arrived Dampier Aug 29. Vessel subsequently arrived Fremantle at 0456, Sep 4 and sailed 14 Sep.

**BENEGAS (Panama)**

Amman, Sep 19 -- Liquid Petroleum Gas Carrier *Benegas* remains at Aqaba. -- Lloyd's Agents.

**BERMUDA I (Cambodia)**

See "Romania" under "Port State Control".

**BHARATIDASAN (India)**

Kolkata, Sep 14 -- Product tanker *Prem Pride* (61764 gt, built 1999), while sailing from Haldia after discharging its cargo of naphtha, was in collision with product tanker *Bharatidasan* (16515 gt, built 1991), which was discharging its cargo of fuel oil, at Haldia Oil Jetty during the night of Sep 13. Adequate precautions have been taken and engineers of the jetty are keeping close watch for potential fuel oil spills. -- Lloyd's Agents. (Note -- *Prem Pride* arrived Haldia Sep 12. *Bharatidasan* sailed Kolkata Sep 5.)

Kolkata, Sep 19 -- The master of product tanker *Bharatidasan* stated that the vessel sustained some damages due to the collision with product tanker *Prem Pride*. A copy of a Note of Protest was collected from the master of the vessel. Understand *Bharatidasan* left Haldia on Sep 16 after discharging its cargo. *Prem Pride* left Haldia Sep 13 following the collision. -- Lloyd's Agents.

**BINA (Indonesia)**

Jakarta, Sep 17 -- Product tanker *Bina* was scrapped about a month ago. -

- Lloyd's Agents. (See issue of Jul 24.)

Jakarta, Sep 18 -- Product tanker *Bina* was broken up at Tanjung Uncang. -- Lloyd's Agents.

**BIRKA TRADER (Aland Islands)**

Kiel, Sep 13 -- Roll On Roll Off *Birka Trader* (12251 gt, built 1998) was towed into the port of Hamburg by the tugs *Bugsier 19* and *Bugsier 15* this afternoon, after machine failure. The vessel berthed at Blohm & Voss Repair. -- Correspondent.

Kiel, Sep 14 -- Roll On Roll Off *Birka Trader* which was towed to Hamburg as a "dead ship" on Sep 12 had rudder problems which require drydocking. The vessel was to be drydocked 1900 yesterday and it is estimated it will leave Blohm & Voss shipyard this evening for Rauma to resume its Rauma-Hull-service in the afternoon of Sep 16. -- Correspondent.

**BIRKA TRADER (Aland)**

London, Sep 17 -- Roll On Roll Off *Birka Trader* sailed Hamburg Sep 15.

**BLACK PRINCE (Bahamas)**

London, Sep 20 -- A press release from Fred Olsen Cruise Lines, dated Sep 19, states: Owing to damage sustained to the propulsion unit of passenger (cruise) *Black Prince* (11209 gt, built 1966), cruise BP720, has been curtailed in Algeciras, with all passengers repatriated on Sep 19, either by air or overland. Cruises BP721 and BP722: As a result of the damage sustained, both BP721 and BP722 sailings, due to depart Sep 21 and Sep 23 respectively, have had to be cancelled. All passengers have been notified. (Note -- According to Lloyd's MIU AIS *Black Prince* was located in lat 36 32 24.7N, long 08 21 8.5W at 0014, UTC, today, speed 12.4 knots.)

**BLUE WATER PRINCESS 1 (Philippine)**

Manila, Sep 14 -- UCPB General Insurance reported today that the wreck of the ro-ro ferry *Blue Water Princess 1* would be sold to local shipbreaker, ACA Shipbreaker Inc. ACA Shipbreaker beat four other companies vying for the submerged ferry with a bid of Pesos 4.0 million. UCPB General Insurance is the hull insurance underwriter for the vessels. Her owners declared the vessel a total constructive loss after she capsized in heavy seas off the coast of Quezon province. The vessel, which is lying on her side but is visible during low tide, will be refloated and towed to a scrap yard, where she will be broken up. -- Correspondent.

**BLUE WATER PRINCESS 1 (Philippines)**

Manila, Sep 16 -- UCPB General Insurance, the hull insurance underwriter for the sunken ro-ro ferry *Blue Water Princess 1*, reported that it is encountering delays in the sale of the vessel. The insurance underwriter reported last week that it had decided to sell the vessel to ACA Shipbreaker, Inc. which had submitted the highest bid for the vessel. UCPB General

Insurance, reported however, that the buyer is holding off consolidating the sale until it comes to an agreement with the owners of the vehicles carried by the vessel. *Blue Water Princess 1* was carrying 14 trucks on its cargo deck when it sank off the coast of Quezon province on Jul 12. Since the sale to ACA Shipbreaker only covers the vessel and not its cargo, ACA Shipbreaker is negotiating with the owners of the trucks carried by the vessel to share in the cost of refloating the vessel before the trucks are turned over to them. -- Correspondent.

#### **BOW STAR (Singapore)**

London, Sep 14 -- An Odfjell press release states: Chemical tanker *Bow Star* (29965 gt, built 2004) grounded while outbound from Pulau Batam at approximately 2100, local time, Sep 13. There has been no injury to personnel, and no pollution. Some of the double bottom ballast tanks are leaking and the ship is presently aground. The weather is calm, the ship is stable and safe where it is and we are continuously monitoring the situation. Class and authorities have been notified. *Bow Star* is owned by Odfjell Asia II Pte Ltd and managed by Odfjell SE. The ship has Norwegian officers and Filipino crew. *Bow Star* is a modern chemical tanker with a double hull.

London, Sep 14 -- An Odfjell press release, dated today, states: Chemical tanker *Bow Star*: Work is in progress to investigate the extent of the damage. At the same time plans are being made for refloating the vessel.

London, Sep 14 -- An Odfjell press release, dated today, states: Chemical tanker *Bow Star*: Work is in progress to investigate the extent of the damage. At the same time plans are being made for refloating the vessel.

London, Sep 17 -- Following received from Odfjell, timed 1105, UTC: Chemical tanker *Bow Star* is still aground. A divers inspection is being carried out and various ways of refloating the vessel are being considered, however, it is likely that part cargo will be removed from the vessel. Once part cargo is removed the vessel should be refloated in the next few days.

London, Sep 18 -- Understand salvage services are being rendered to chemical tanker *Bow Star* by SMIT Salvage under Lloyd's Open Form dated Sep 17.

Jakarta, Sep 19 -- Chemical tanker *Bow Star* remains grounded in Batam waters. It is planned to start transferring cargo around noon today to the combined chemical and oil tanker *Bow Master*. -- Lloyd's Agents.

#### **BUCHANAN 12 (U.S.A.)**

London, Sep 13 -- Following received from Coast Guard Boston, timed 1255, UTC: Situation of barges *B 2002* and *C 546*, tows of tug *Buchanan 12*, remains the same. Clean-up operations in hand and once completed intend to salvage barges.

London, Sep 17 -- Following received from Coast Guard Boston, timed 1304,

UTC: Situation of barges *B 2002* and *C 546*, tows of tug *Buchanan 12*, remains the same.

#### **C 546 (U.S.A.)**

See *Buchanan 12*.

#### **CANADA SENATOR (Germany)**

London, Sep 17 -- Fully cellular containership *Canada Senator* (30567 gt, built 1993), eastbound, grounded off Cap la Roche, in lat 46 33 49N, long 72 07 29W, at 2100, EDST, Sep 16.

Montreal, Sep 17 -- Fully cellular containership *Canada Senator*, Montreal for Italy with containers, had a steering gear failure and grounded near Three Rivers at 2020, Sep 16. The vessel refloated without assistance at 2125 the same day and is presently at the anchorage, awaiting a diveris survey. There is no leakage and no pollution. The extent of damage is not yet known. It is expected that the vessel will be able to continue its voyage after the steering gear problems are rectified. -- Lloyd's Agents.

#### **CAPTAIN BLUE (North Korea)**

London, Sep 17 -- Lloyd's Casualty representatives in Piraeus report: General cargo *Captain Blue* (1665 gt, built 1979) struck the quay at Zakynthos port while making berthing manoeuvres during the afternoon of Sep 14. As a result of damage was also were caused to fishing boats *Elpis*, Piraeus registry 7528, (29 gt, built 1991) *Tria Adelfia*, Zakynthos registry 63, (11 gt, built 1991), *Sian*, Zakynthos registry 84 (12 gt, built 2003) and *Agios Dionysios*, Zakynthos registry 275, (10 gt, built 1991). There was no pollution or injuries to crewmembers or fishermen. Following the incident the vessel berthed safely under own power accompanied by passenger tourist boat *Levante*.

Piraeus, Sep 20 -- General cargo *Captain Blue* is still at Zakynthos after striking the quay and damaging several small vessels during berthing manoeuvres on Sep 14. According to the local port authorities *Captain Blue* was not damaged in the incident but had in fact been previously damaged (although no information regarding the nature of the damage was available). The local port authorities are presently holding an investigation and they are speculating that the accident occurred due to the damaged condition of the vessel. -- Lloyd's Agents.

#### **CARGO ENTERPRISE (Liberia)**

Buenos Aires, Sep 17 -- Bulk carrier with container ca *Cargo Enterprise* (27074 gt, built 1978), loaded with 36,117 tonnes of soya bean meal and maize, grounded at Km 343, Parana River, San Nicolas Port area, 0235, local time, Sep 16, and obstructing navigation up and downstream except for small vessels in ballast that can cross the area. At 0230, local time, Sep 17, tug *Buny* arrived at the site in order to assist her in refloating. -- Lloyd's Agents.

Buenos Aires, Sep 18 -- Bulk carrier with container capacity *Cargo Enterprise* was refloated at 2055, local

time, Sep 17, and will remain anchored at San Nicolas South Roads in order to the necessary inspections. Navigation up and downstream resumed at 0820 today. -- Lloyd's Agents.

#### **CAROLINA**

See *Genesis Explorer*.

#### **CELTIC VOYAGER (Bahamas)**

London, Sep 14 -- General cargo *Celtic Voyager* arrived at Sharpness on Sep 13 from Newport.

Avonmouth, Sep 19 -- General cargo *Celtic Voyager* is currently in Sharpness at a lay-by berth, waiting for a dry dock. -- Lloyd's Agents.

#### **CHANG LE MEN (St. Vincent & Grenadines)**

London, Sep 13 -- A press report, dated today, states: General cargo *Chang Le Men*: Salvors SMIT International Singapore brought in another excavator and intensified their salvage operations yesterday. Due to the intensive salvage initiatives, the vessel, which had tilted to a maximum of 21 deg, regained equilibrium inch by inch to achieve a list of six degrees. "By midnight we hope to get the vessel back to its normal upright position," sources who have been monitoring the salvage operations said. Leaving nothing to chance, salvors had mobilised equipment to ensure that the vessel would sail smoothly at high tide. Earlier in the day, the SMIT team suffered a temporary setback when they were informed that a tug from Mumbai expected to arrive today, would be delayed. Following requests from the team, New Mangalore Port Trust agreed to avail their two tugs for the salvage operation.

London, Sep 13 -- A press report, dated today, states: General cargo *Chang Le Men* has been moved to safer waters off the Mangalore coast. The vessel was towed four nautical miles away from the location where it was stranded. With its list being rectified, the vessel appeared quite stable anchored in the outer anchorage near the south breakwater off New Mangalore port. The vessel was inspected by marine experts/salvors from SMIT International Singapore today and they found out that the vessel had not sustained any damage and that all the vital structures were intact. The vessel will be inspected by the Marine Mercantile Department (MMD), before it will be given permission to sail to its destination in the South Sea China.

Kochi, Sep 14 -- General cargo *Chang Le Men* was refloated and taken to anchorage yesterday, after trimming of the cargo on board, by salvors. The vessel is presently anchored at New Mangalore port outer roads for a detailed survey. -- Lloyd's Agents.

#### **CHANG TONG (Panama)**

London, Sep 16 -- A press report, dated Sep 17, states: Bulk carrier *Chang Tong* (20700 gt, built 1978) and fully cellular containership *Hanjin Gothenburg* (65131 gt, built 2002) collided in China's Bohai Sea on

Saturday (Sep 15) with no casualties reported so far, the China Marine Rescue Centre said on Sunday. The accident happened at about 1940, local time, on Saturday, 41 nautical miles north of the Chinese city Yantai, in Shandong Province, when the bow of the 274-metre long *Hanjin Gothenburg* cut into the fourth cabin of the larboard of the 182-metre-long *Chang Tong* and water ran into several cabins of the Panama vessel. The two vessels were kept in such conditions with one inserted into the other to reduce water flowing into the cabins, and all the crew members on board, 26 on *Chang Tong* and 22 on *Hanjin Gothenburg*, were safe, said an official with the Centre. The first rescue vessel arrived at the scene about three hours later, and two vessels are currently at the site for the rescue operation. A rescue helicopter was patrolling the scene to monitor water pollution nearby. The rescue centre said it planned to move the two vessels to shallow waters before separating them from each other. Two specialised salvage vessels are expected to arrive at the scene at midnight Sunday to move the two vessels. The rescue centre has repeatedly warned vessels nearby to stay clear of the accident area. Chinese officials in charge of maritime official have arrived at the scene to investigate the cause of the accident. (Note -- *Hanjin Gothenburg* sailed Felixstowe Aug 23 for Xingang and according to Lloyd's MIU AIS was reported stationary in lat 38 6.4N, long 121 41.56E, 35.8 nautical miles from Yantai, at 2205, UTC, today.)

London, Sep 17 -- Following received from the manager/operators of fully cellular containership *Hanjin Gothenburg*, timed Buxtehude 1010, UTC, today: Bulk carrier *Chang Tong* and *Hanjin Gothenburg* are still together with the bulbous bow of *Hanjin Gothenburg* wedged in *Chang Tong*. At the moment salvors are trying to move both vessels, (while still together) away from the main ferry channel to shallow water to avoid *Chang Tong* becoming a hazard should it sink when the vessels are finally parted. Once in shallow water fuel on board *Chang Tong* will be removed to avoid pollution. There were no injuries in the incident.

London, Sep 18 -- A press report, dated today, states: Bulk carrier *Chang Tong* and fully cellular containership *Hanjin Gothenburg* that collided in China's Bohai Sea on Saturday (Sep 15) are being escorted by special salvage vessels towards shallow waters near Yantai of east China's Shandong Province, according to the Ministry of Communications. The two vessels were kept in the same conditions when the collision occurred to reduce water flowing into the cabins, and Chinese rescue men had decided to move the two vessels to shallow waters before separating them from each other. The two vessels began to move towards shallow waters for further rescue efforts at around 2015 on Monday with waves running two metres high, and they were moving steadily at around

1.5 knots per hour. The two vessels are expected to reach the destination in more than 10 hours if no further accidents occurs. However, weather in the area is worsening and the wind speed is forecast to reach 24 to 38 miles per hour later. The keel and the oil tank of *Chang Tong* might have been damaged, and the vessel may break and sink during the trip to shallow waters, said the rescue personnel. The 26 crew members of the damaged *Chang Tong* have been safely transported to the German vessel. An investigation into the cause of the accident is still under way.

London, Sep 18 -- According to Lloyd's MIU AIS fully cellular containership *Hanjin Gothenburg* was not under command in lat 37 39 16.38N, long 121 32 42E, at 0722, UTC, today.

London, Sep 19 -- According to Lloyd's MIU AIS fully cellular containership *Hanjin Gothenburg* (and bulk carrier *Chang Tong*) stationary, not under command, in lat 37 40 05.7N, long 121 32 43.02E, at 0746, UTC, today.

#### **DENDEN (Eritrea)**

Kochi, Sep 14 -- Status of general cargo *Denden* remains the same. Owners are exploring the possibility of refloating the vessel after the monsoon conditions; prevailing upto the end of September 2007. -- Lloyd's Agents.

#### **DIMITRIY KANTEMIR (Ukraine)**

Portsmouth, UK, Sep 16 -- General cargo *Dimitriy Kantemir* (3712 gt, built 1973) when leaving the port of Yeisk veered off course, and ran aground at 1108 hrs, yesterday. The vessel was aground on a sandbar on its starboard side. At 1645 hrs, with the aid of the ice-breaker *Kapitan Krutov* and two other vessels, the vessel was removed from the sandbar and is now on course for Jorf Lasfar, Morocco. -- Correspondent.

#### **DREAM (Bahamas)**

Piraeus, Sep 18 -- Passenger (cruise) *Dream* (22945 gt, built 1970), with 930 Israeli passengers and 430 crew members on board, developed a 10-deg list at Rhodes this evening, reportedly due to damage to a seawater ballast pump. The crew made efforts to repair the damage and share the ballast between two tanks in order to correct the list. As a precaution, the passengers were evacuated. -- Correspondent.

London, Sep 18 -- Following received from Piraeus RCC, timed 1802, UTC: Operations by the crew of passenger (cruise) *Dream* are slowly correcting the vessel's list. Divers are inspecting the hull but have found no sign of water ingress so far.

London, Sep 19 -- Following received from Piraeus RCC, timed 1130, UTC: Passenger (cruise) *Dream* remains in the same position at Rhodes. The list has been corrected.

Piraeus, Sep 20 -- On Sep 18, passenger (cruise) *Dream* listed, due to ingress of water, whilst at the port of Rhodes (the list was reported to be 10 deg). There were no reported injuries to the 931 passengers and 341 crew

members and no pollution was reported. Several pumps removed water from the bilges and divers inspected the area around the vessel to determine the cause of the incident. *Dream* is still at Rhodes waiting for the investigation to be completed. -- Lloyd's Agents.

#### **DS MONTROSE (Bahamas)**

London, Sep 14 -- Bulk carrier *DS Montrose* sailed Veracruz Aug 23.

#### **E.R.BERGEN (Antigua & Barbuda)**

Hull, Sep 14 -- Supply *E.R.Bergen* is currently on a lay by berth awaiting a slot to become available in the dry dock at Hull. This is expected to take a while longer as replacement parts previously received were rejected due to incorrect design. Vessel currently due to dry dock Sep 23 and repairs estimated to take three days. -- Lloyd's Agents.

#### **ELPIS (Greece)**

See *Captain Blue*.

#### **ENDEAVOUR (Liberia)**

Martinique, Sep 18 -- Fully cellular containership *Endeavour* sailed from Pointe a Pitre, in tow, on Sep 15, bound for Santo Domingo. -- Lloyd's Agents.

#### **EUGENIA B. (Malta)**

London, Sep 18 -- Following received from Piraeus RCC, timed 1100, UTC: Bulk carrier *Eugenia B.* (26778 gt, built 1998), 9HPE7, reported not under command due mechanical problems in lat 37 55.7N, long 24 34.5E, Sep 16. Vessel repaired and proceeded Karistos for inspection. (Note -- *Eugenia B.*, Chalkis for Novorossiysk, where ETA Sep 19, passed Dardanelles east Sep 17 and according to Lloyd's MIU AIS in lat 42 24 28.44N, long 32 11 05.94E, Amasra 41.2 nautical miles, speed 14.8 knots at 1058, UTC, Sep 18.)

#### **EXXON VALDEZ (U.S.A.)**

London, Sep 18 -- A press report, dated today, states: The last piece of major litigation surrounding the 1989 tanker *Exxon Valdez* oil spill may next move to the Supreme Court, as the nine justices consider whether to rule in what has been a long and bitter fight over billions of dollars in punitive damages in a suit brought by thousands living and working in the Alaskan fishing region. Lawyers for the 33,000 plaintiffs plan to file an opposition opinion within days in response to ExxonMobil's Aug 20 petition arguing that the Supreme Court should hear the case, said plaintiff attorney Brian O'Neill of the Minneapolis-based law firm Faegre and Benson. ExxonMobil could be forced to pay at least \$2.5 billion in punitive damages plus an additional \$2 billion in interest if the nation's high court refuses to hear the case and bumps it back to a judgment handed down by the US 9th Circuit Court of Appeals, O'Neill said. Lawyers working on the suit said the earliest that the Supreme Court could be expected to decide on whether to take the case is later this year. ExxonMobil said it has already paid \$2.1 billion to clean up the area

and \$300 million to compensate commercial fishermen, seafood processors and others. All told, the oil giant says it has spent about \$3.4 billion as a result of the spill. "ExxonMobil maintains that no punitive damages at all are warranted in this case," spokesman Tony Cudmore said. "Plaintiffs were fully compensated for their injuries long ago. Punitive damages serve no sensible purpose in circumstances where compensatory damages and other expenses are more than sufficient to deter and punish anyone for anything." Plaintiffs include Alaska fishermen, cannery workers, real-estate owners, tribal groups, local governments and businesses that have been waging a legal battle with ExxonMobil through some 13 years of appeals in federal and state courts. In a filing to the US Supreme Court, the plaintiffs said the spill caused extensive environmental harm and disrupted the lives and livelihood of thousands of people in the Prince William Sound area for years. The spill also damaged miles of coastland, closed the 1989 fishing season in the region, reduced harvests in later years and caused fish prices to drop, the plaintiffs said. The current appeal fight dates back to 1994, after a jury verdict assessed \$5 billion in punitive damages against Exxon. After a 13-year fight at the federal appeals court level, the 9th Circuit cut the size of the punitive damages to \$2.5 billion. Moving to recover punitive damages, the Alaskan plaintiffs over the summer filed a cross-petition asking the Supreme Court to restore the \$5 billion awarded in the original suit. (See issue of Sep 4.)

#### **FERDOUS FARJANA-1 (Bangladesh)**

Chittagong, Sep 16 -- Owners of unknown *Ferdous Farjana-1* state that the vessel is still lying in the same position. The agent of unknown *Sayma* has informed us that salvage operations are continuing and are expected to be completed within a week. -- Lloyd's Agents.

#### **FINGAL (Netherlands Antilles)**

London, Sep 13 -- According to Lloyd's MIU AIS, general cargo *Fingal* in lat 55 47.6N, long 04 57 41.4N, Hunterston 5.1 nautical miles, speed 7.4 knots, at 1303, UTC, today.

London, Sep 14 -- General cargo *Fingal* arrived Greenock Sep 13 and, according to Lloyd's MIU AIS, was located stationary there as of 1443, UTC, today.

#### **FLORIDABLANCA II (Argentina)**

London, Sep 19 -- Following received navigation warning, dated Sep 18, states: Fishing vessel *Jose L Alvarez* towing fishing (general) *Floridablanca II* in lat 45 06S, long 65 15W, speed four knots, course 020 degrees, bound for Puerto Madryn.

#### **GENESIS EXPLORER (Nigeria)**

London, Sep 18 -- A press report, dated today, states: The Nigerian Maritime Administration and Safety Agency (NIMASA), has set up an

investigation panel to look into the remote and immediate causes of the recent collision of two oil vessels, chemical tanker *Genesis Explorer* (7964 gt, built 1974) and *Carolina* at the Tin Can Island water Channel, Lagos. The Director General NIMASA, Dr Adegboyega Shamsideen Dosunmu, gave the order following the collision of *Genesis Explorer*, which was fully loaded with oil, and *Carolina*, a smaller vessel. The composition of the panel would be made up of personnel from NIMASA's Safety Department. It was gathered that, as a result of the impact of the collision, *Carolina* capsized. All efforts to get the owners of the two vessels to comment proved abortive. Specifically, the two oil vessels were in collision at Ibafo terminal at DTV jetty at 1710, Sep 9, but contrary to reports no deaths were recorded. Although eyewitnesses attributed the incident to poor visibility, Musa Iliya, Assistant General Manager at the Nigerian Ports Authority (NPA) in a statement said that the collision was as a result of engine failure by *Genesis Explorer* while it was attempting to berth. The incident, he said, has not in any way affected any aspect of NPA's operations.

#### **GEZA HOPE (Syria)**

London, Sep 18 -- Following received from Piraeus RCC, timed 1100, UTC: General cargo *Geza Hope* (3081 gt, built 1978), YKQQ, had mechanical failure in lat 35 52.5N, long 22 33.5E, about 1000, UTC and remains. No assistance requested.

London, Sep 19 -- Following received from Piraeus RCC, timed 0715, UTC: General cargo *Geza Hope* is still adrift awaiting the arrival of a sistership which is en route with spare parts so repairs can be carried out.

London, Sep 19 -- Following received from Piraeus RCC, timed 1135, UTC: General cargo *Geza Hope* is still drifting southwards at one mile per hour. The vessel's sistership is expected to arrive this afternoon with the spare parts.

London, Sep 20 -- Following received from Piraeus RCC, timed 1000, UTC: General cargo *Geza Hope* is now under tow of general cargo *Gevo Victory*, bound for Alexandria.

#### **HANJIN BEIJING (South Korea)**

London, Sep 18 -- A press report, dated Sep 17, states: Fully cellular containership *Hanjin Beijing* (66654 gt, built 1996), headed for Portland, ran aground in the Columbia River on Monday (Sep 17). The 872-foot long *Hanjin Beijing* became stuck near Columbia City, Wash. Four tug boats were being used to pull it out of sand and mud. The Coast Guard said it is working with the shipping agency to make sure the vessel is dislodged quickly and safely. (Note -- *Hanjin Beijing* sailed Busan Sep 5 and subsequently sailed Seattle Sep 15 for Portland (OR USA). According to Lloyd's MIU AIS *Hanjin Beijing* was stationary 6.9 nautical miles from Kalama, in lat 45 54.18N, long 122 48.31W, at 0003, UTC, Sep 18.)

London, Sep 18 -- A press report, dated Sep 17, states: Fully cellular containership *Hanjin Beijing* that went aground on the Columbia River is floating again. The Korean flagged vessel got stuck near St. Helens after leaving Portland on Monday (Sep 17). It broke free a few hours later when river and tide conditions changed. The US Coast Guard says tugs escorted the vessel to Kalama, Wash., where it was to be checked for damage before continuing its voyage to Japan. None of the 15 crew members was injured.

London, Sep 18 -- A press report, dated Sep 17, states: Fully cellular containership *Hanjin Beijing* grounded itself Monday afternoon (Sep 17) in the Columbia River between Woodland and St. Helens, Ore. The 872-foot-long vessel, piled high with 40-foot-long shipping containers, spent about three hours stuck along the Oregon edge of the 600-foot-wide shipping channel. Capt. Paul Amos, president of the Columbia River Pilots association, said the vessel appeared to move off the sandy bottom under its own power shortly after 1700, local time. "They didn't have to wait for the tides," Amos said. "I don't think the tug had to do any work at all." No one was reported injured, no oil sheens were spotted, and officials figured the outbound vessel was undamaged, though it was to undergo an inspection in Longview before heading on to ports of call in China.

London, Sep 18 -- A press report, dated today, states: Fully cellular containership *Hanjin Beijing* got stuck near St. Helens after leaving Portland yesterday and broke free a few hours later when river and tide conditions changed. The US Coast Guard says tugs escorted the vessel to Kalama, Wash., where it was to be checked for damage before continuing its voyage to Japan.

Portland, OR, Sep 19 -- Following inspection, fully cellular containership *Hanjin Beijing* departed the berth at 0900, Sep 18, bound for Vancouver, BC. -- Lloyd's Agents.

#### **HANJIN GOTHENBURG (Germany)**

See *Chang Tong*.

#### **HARPOON (Philippines)**

Manila, Sep 17 -- Tsuneishi Heavy Industries (Cebu) Inc. shipyard reported that repairs on general cargo *Harpoon* were completed today. The yard officials said that bottom hull cleaning and painting had been finished. Installation of additional navigational equipment has also been carried out. At the same time, the engine and generator parts which were damaged during a fire, while it was undergoing repairs at Tsuneishi Shipyard, have been replaced. *Harpoon* is scheduled to undergo another set of sea trials tomorrow to determine engine performance in full speed ahead conditions. If the trials are successful, the vessel will wait at anchorage until it is delivered to its owners. -- Correspondent.

Manila, Sep 19 -- General cargo *Harpoon* successfully completed its



final sea trials yesterday. The vessel was able to maintain full ahead speed for 30 minutes, sources at Tsuneishi Heavy Industries (Cebu) Inc Shipyard said. Following the successful sea trials *Harpoon* was handed back to its owner. *Harpoon* is now lying at anchorage off Tsuneishi Shipyard awaiting clearances from Maritime Regulatory Agencies prior to its departure. -- Correspondent.

Manila, Sep 20 -- General cargo *Harpoon* left Tsuneishi Heavy Industries (Cebu) anchorage at around 1300 hrs, today, following the release of the required permits by the Philippine Coast Guard, Philippine Ports Authority and Maritime Industry Authority. The vessel is now heading for Laguit port to pick-up cargo for its first tramping voyage. -- Correspondent

**HAVI (Panama)**

Jakarta, Sep 17 -- Bulk carrier *Havi* completed discharging about 1640, local time, Sep 14, and departed Cigading about 1915, local time, same day for Belitung. Vessel arrived Belitung about 1915, local time, Sep 15. -- Lloyd's Agents.

**HD1 (Bahamas)**

London, Sep 18 -- According to Lloyd's MIU AIS, passenger ro/ro *HDI* was located 16.5 nautical miles from Gorey, in lat 48 55 28.72N, long 02 00 55.39W, at 0934, UTC, Sep 18, course 359.1 deg, speed 32.5 knots. Vessel was reported last week to have been taken off its St. Malo-Channel Islands service due deficiencies.

**HOBURGEN (Bahamas)**

See "Belgium" under "Port State Control".

**HOOGE (Gibraltar)**

London, Sep 20 -- Fully cellular containership *Hooge* arrived at Rotterdam at 2300 hrs, Sep 17, from St. Petersburg.

**HROSSEY (U.K.)**

London, Sep 13 -- Following received from Coastguard Shetland MRSC, timed 2107, UTC: Passenger ro/ro *Hrossey* (11486 gt, built 2002) Lerwick for Aberdeen, lost complete power in lat 59 41N, long 01 15W at 2048, UTC. Engine power immediately restored but electrical power only partially restored and vessel is returning to Lerwick, ETA 2320, UTC. Harbour tugs will standby during berthing.

London, Sep 13 -- Following received from Coastguard Shetland MRSC, timed 2235, UTC: Passenger ro/ro *Hrossey* arrived safely in Lerwick Harbour. Anchor handling tug/supply *Anglian Sovereign* released for passage to Sanday Sound, Orkney.

London, Sep 15 -- A press report, dated Sep 14, states: Hundreds of passengers were stuck on passenger ro/ro *Hrossey* for nearly 20 hours after it sustained engine and power failure. The Aberdeen-bound *Hrossey* vessel broke down shortly after leaving Shetland. A Coastguard tug boat was sent, but the master of the NorthLink-

operated ferry managed to get power restored from an emergency generator and turned back to Lerwick

London, Sep 17 -- Passenger ro/ro *Hrossey* arrived and sailed Aberdeen (GBR) Sep 16.

**IGLU I (Argentina)**

London, Sep 17 -- Following navigation warning, dated yesterday, states: Fishing vessel *Mellino VI* towing trawler (All types) *Iglu I* (215 gt, built 1983) in lat 42 58S, long 60 47W, speed nine knots, bound for Mar del Plata.

**ILHA AZUL (Madeira)**

Oporto, Sep 14 -- Passenger ro/ro *Ilha Azul* arrived Viana do Castelo Sep 13 and entered the shipyard for repairs. -- Lloyd's Agents.

**JAEGER ARROW (Bahamas)**

London, Sep 14 -- Owners and Managers of the general cargo *Jaeger Arrow* (18930 gt, built 2001) report that the vessel has been targeted by Green Peace while alongside in Grande Anse, on the St Lawrence Seaway, Canada, this morning. The activities of Green Peace are most likely linked to action Green Peace is taking against the Canadian Government, the forestry industry and the local logging companies. Managers are in close contact with the vessel and the situation onboard is fully under control. The vessel has closed down and has been instructed to take a passive role in the proceedings. Local Police and Port authorities are on the scene.

**JIN HUA 98 (Belize)**

London, Sep 14 -- General cargo *Jin Hua 98* sailed from Moji Sep 12 bound for Zhenjiang.

**JUMBO RIVER (Cambodia)**

Yokohama, Sep 20 -- General cargo *Jumbo River* sailed Keihin Port, Tokyo, for Hong Kong, at 1400 hrs, Sep 17. -- Lloyd's Agents.

**KAPITAN TIMOPHEEV (Russia)**

London, Sep 19 -- Product tanker *Kapitan Timopheev* passed Kerchenskiy Strait south Sep 18.

**KENNICOTT (U.S.A.)**

London, Sep 15 -- Roll On Roll Off *Kennicott* arrived at Whittier on Sep 13 from Yakutat.

**KITION (Bahamas)**

London, Sep 14 -- A press report, dated Sep 13, states: The National Transportation Safety Board is investigating how a tanker (crude oil tanker *Kition*) escaped the control of a Louisiana river pilot and hit the Interstate 10 bridge in Baton Rouge in February, inflicting \$10 million worth of damage to the bridge. The Louisiana Department of Transportation and Development also plans to sue the company that owns the tanker to pay for damage to the bridge, said Brendan Rush, a spokesman for the department. The tanker tore off a bumper on one of the bridge's pylons meant to protect the hulls of passing ships. "The

department's position is that the pilot is at fault," Rush said. The Board of Louisiana River Pilot Review and Oversight may also want to look into the accident, said Judge Richard Ganucheau, the board's chairman. The state Legislature created the board in 2004 to oversee the behavior of Louisiana river pilots, who are licensed by the state to escort vessels along the Mississippi and Calcasieu rivers, among other local waterways. But the bill creating the board provided no source of funding, rendering it virtually incapable of conducting business. "We may decide that we want further investigation, but we are stymied by the lack of funds," Ganucheau said. Ganucheau's board is not solely responsible for checking the river pilots. The pilots are organized into four associations that have distinct territories and separate examining boards charged with probing incidents that occur in their jurisdictions. Those boards operated independently until 2004, when the Legislature required them to begin reporting to Ganucheau's board. In Ganucheau's eyes, the Feb 10 accident in Baton Rouge highlights the urgent need to find a funding source for his board. It was a serious incident by the standards of the national safety board, according to Keith Holloway, spokesman for the national board. J. Strahan Jr., the man piloting the tanker in the February accident, belongs to the New Orleans and Baton Rouge Steamship Pilots, or NOBRA, who guide vessels on the Mississippi between the ports of New Orleans and Baton Rouge. The NOBRA Board of Examiners plans on Sep 26 to hold a hearing investigating the February accident. That hearing would determine whether Strahan was at fault and if any punishment or other measures would be appropriate, said Peter Connick, an attorney for the NOBRA Board of Examiners. But the severity of the accident could merit closer scrutiny by the oversight board, an impossible task without a budget, according to Ganucheau. "If we feel that further investigation is warranted, we have no funds with which to pay an investigator or to conduct a hearing," he said. Ganucheau has tried to find a funding mechanism for his board. He asked the state Pilotage Fee Commission to impose a \$25.20 fee on each piloted vessel entering the Mississippi and Calcasieu rivers to pay for its estimated \$163,809 annual budget. The fee commission was established in the same 2004 legislation that created the oversight board, although the legislation allowed the fee commission to charge maritime interests to fund its operation. The fee commission postponed consideration of the charge due to questions about whether it could consider fees not expressly requested by the river pilots. Ganucheau also wrote a letter Jul 12 to Gov. Kathleen Blanco, asking her to help "secure funding as immediately as possible for this board." Blanco's office has said that the governor is considering the matter.

**KLOAR KIMMING (Germany)**

Kiel, Sep 15 -- Ferry *Kloar Kimming* (1029 gt, built 1972) caused oil pollution in the port of Cuxhaven yesterday while bilge water was being pumped into a tank, which flowed over, and 2500 square metres of the harbour at the sea bath quay were polluted. Police investigations have reason to believe the spill was due to machine operator negligence. -- Correspondent.

**LADYTRAMP (Marshall Islands)**

Buenos Aires, Sep 13 -- After being refloated on Aug 14 bulk carrier *Ladytramp* proceeded to San Lorenzo to carry out unloading operations between Aug 15 and Sep 2. No damage was reported so it was not necessary to carry out any repairs. On Sep 4 it completed loading operations and sailed same day for Poland loaded with 20,520 tonnes of soya bean meal. -- Lloyd's Agents.

**LINK STAR (Aland)**

London, Sep 20 -- Following received from Coastguard Stornoway MRCC:

Timed 0833, UTC: Roll on roll off *Link Star* (5627 gt, built 1989), bound Dublin, cargo 3,427 tonnes timber and paper, is anchored in lat 58 13.3N, long 06 14.19W, with turbo-blower problems. Weather forecast: wind south-westerly 5-7 (fresh breeze - near gale) possible gale 8, visibility moderate, sea state moderate. Coast Guard tug *Anglian Prince* will proceed to stand by the vessel until repairs are carried out and due on scene at 1100, UTC.

Timed 0910, UTC: Damage is being assessed at the moment. If repairs cannot be carried out an engineer will be flown in from Finland.

**LISA A.**

London, Sep 18 -- Following received from Coastguard Liverpool MRSC, timed 1125, UTC: Following update received from SMIT regarding crane barge *Lisa A.*: "Please be advised that a team totalling 10 being specialists from our salvage department, the bargemaster and engineer will make their way to *Lisa A.* via tug *Smit Bronco*. Purpose is to further inspect *Lisa A.* in more detail, take detailed photos of the jacking systems and put extra seafastenings to secure the crane better."

**LISA A. (Panama)**

London, Sep 16 -- A press report, dated today, states: The crew of crane barge *Lisa A.* (3259 gt 1977) which is part of the Robin Rigg Wind Farm in the Solway Firth and the 38 crew have abandoned the rig to standby vessels. The last person, the rig's crane driver, was winched off by a Rescue Helicopter. All crew are believed to be uninjured and safe. The jack-up rig developed a 30 degree list after a leg punched through the seabed this evening. Liverpool Coastguard coordinated the incident. A rescue helicopter, Rescue attended along with RNLI lifeboats from Workington and Silloth. Ian Jackson of Liverpool Coastguard says: "The rig is currently listing 30 degrees. All 38 crew have

been evacuated from the rig. There are strong south-westerly winds on scene.

London, Sep 17 -- A press report, dated today, states: Almost 40 crew members had to abandon their rig after it began listing in strong winds in the Solway Firth. The crane barge *Lisa A.* was being used to work on a wind farm development between Scotland and England. However, a rescue operation was launched after fears that the vessel was in danger of overturning in gale force winds yesterday night. Coastguard teams and helicopters from both sides of the Solway Firth took part in the rescue. It is thought that the crew sent out a mayday at about 1950, BST, yesterday. All 38 crew members escaped without injury. During the operation, two of the vessel's legs bent, causing it to list at over 30 degrees. The rig was being used in construction of the £325m Robin Rigg wind farm development half way between the Cumbrian and Galloway coasts. Speaking at the scene, Ian Jackson of Liverpool Coastguard said: "The rig is currently listing to 30 degrees. All 38 crew have been evacuated from the rig. There are strong south westerly winds on scene." Work on the Robin Rigg scheme - operated by E.ON - was delayed earlier this year by the late arrival of the jack-up barge. The Rotterdam-based barge needed to undergo vital maintenance work. However, the company said at the time it remained confident that it could make up the lost time and still have the wind farm operational by 2009. (Note -- *Lisa A.* was reported sailing from Rotterdam on Aug 25.)

London, Sep 17 -- Following received from Coastguard Liverpool MRCC, timed 1105, UTC: The list on crane barge *Lisa A.* is now reduced to approximately 10-15 degs. Representatives of Smit Transport & Heavy Lift, Rotterdam, are proceeding to the scene and will conduct a survey on arrival.

London, Sep 18 -- Following received from Coastguard Liverpool MRSC, timed 0815, UTC: The situation of crane barge *Lisa A.* has been reported to be stable. Six people from Smit Transport boarded the crane barge at 1500 yesterday. Later there was a meeting in Workington to discuss further plans. According to the on-scene tug, *Lisa A.* is listing 10-12 deg.

London, Sep 19 -- Following received from Coastguard Liverpool MRSC, timed 1355, UTC: Crane barge *Lisa A.*: Salvage options are being discussed, including the utilisation of a barge to take the weight of the listing side of the *Lisa A.* Some liferafts have been found washed ashore from the vessel and will need to be recovered.

**LORI B. (U.S.A.)**

Portland, OR, Sep 19 -- Tug (tug *Lori B.*, 114 gt, built 1957), pushing a barge, ran aground in the Columbia River early this morning, causing environmental concerns. The tug appeared to be leaking something, possibly fuel, into the river and pollution experts were investigating.

The tug got stuck near the eastern end of Government Island at around 0330 hrs. Authorities said no one was injured. Crews were working to free the tug from the sand and remove the barge as soon as possible. -- Lloyd's Agents.

London, Sep 19 -- Following received from Coast Guard Seattle, timed 1651, UTC: Tug *Lori B.* grounded in lat 45 33.77N, long 122 26.6W.

London, Sep 20 -- Following press release from Coast Guard Seattle, dated Sep 19, states: The master of a 57-foot tug *Lori B.* intentionally grounded his vessel on the Columbia River after it began to take on water today. At 0256 hrs, the master of the *Lori B.* grounded the vessel near Troutdale, Ore, after it struck bottom near Lady Island, Wash, and began to flood. The vessel was later dewatered and is undergoing repairs by commercial salvage companies. Coast Guard pollution investigators from Sector Portland, Oregon, have responded to assess environmental impact. Boom and absorbent materials have been deployed to contain small amounts of bilge oil that leaked from the tug. The *Lori B.* has been refloated, but is prohibited from getting under way until the master can prove to the Coast Guard that the vessel is seaworthy. The tug was pushing a 240-foot empty barge when it grounded.

London, Sep 20 -- A press report, dated Sep 19, states: Tug *Lori B.*, stuck in the Columbia River near Fairview, Ore, was intentionally run aground early today after the crew said they struck something in the river and began taking on water. The 57-ft-long tug was pushing an empty wood chip container at about 0300 hrs, when the crew said the vessel struck the river bottom or an object. The impact opened a 2-ft-long gash in the hull. As the engine-room filled with water, the crew decided to run the vessel aground rather than have it sink in the deeper channel of the river. The Coast Guard put absorbent floats around the tug to contain any fuel spills, and while a small sheen did surround the tug, officials said it was mostly bilge water being pumped out of the vessel and not a major fuel leak. The Coast Guard said that the company that owns the tug will be responsible for clean-up costs. Crews were planning to try this afternoon to pull the damaged tug off the sandbar, which is located near Chinook Landing.

**MADRISA (Marshall Islands)**

London, Sep 18 -- Understood bulk carrier *Madrisa* (16418 gt, built 2006), fully laden, and chemical tanker *Team Anemonia* (22633 gt, built 1994), laden, were in collision on Sep 11, while departing from Conakry. Reported that *Madrisa* was just about to clear the channel, turned to starboard and allegedly the bulbous bow of *Team Anemonia* went into the port side No 4 hold of *Madrisa*. *Madrisa*, which reberthed, is badly damaged with a large hole below the waterline. Class has inspected the vessel and will allow it to proceed to Dakar for repairs after

the Port Authority allow it to discharge. *Team Anemonia* has completed part discharge and is currently detained.

#### MAERSK DELFT (U.K.)

London, Sep 19 -- According to Lloyd's MIU AIS, passenger ro/ro *Maersk Delft* was located 4.5 nautical miles from Calais, in lat 51 02 15.11N, long 01 50 14.95E, at 1046, UTC, today, course 273 deg, speed 22.7 knots.

#### MAERSK NEUCHATEL (Cyprus)

London, Sep 19 -- Fully cellular containership *Maersk Neuchatel* sailed Tema Sep 5. Vessel subsequently arrived Tenerife Sep 15 and sailed Sep 16.

#### MAHA DEEPA (India)

London, Sep 14 -- Following received from Etel MRCC, timed 0930, UTC, today: Bulk carrier *Maha Deepa*, AUPJ, (25525 gt, built 1985), cargo scrap metal, reported main engine problems one hour ago in approximately lat 46 55.5N, long 07 28.1W. (Note -- *Maha Deepa* sailed Hamburg 0805, Sep 11 for Izmir.)

London, Sep 14 -- Following received from Etel MRCC, timed 1430, UTC, today: Bulk carrier *Maha Deepa* has proceeded on voyage.

#### MARGINELLA (Russia)

Portsmouth, UK, Sep 15 -- Fishing (general) *Marginella*, with 17 seamen on board, has lain at Cherbourg for more than a month. The vessel cannot leave the port due to a conflict between the charterer and a haulage company, the representatives of the International Federation of the Employees of Transport reported on Friday (Sep 14). According to them, the vessel should have sailed to catch tuna off the African Atlantic coast but on Jul 6 broke down in UK territorial waters. Abeilles International towed the vessel into the port of Cherbourg. However, after this *Marginella* was arrested as the charterer refused to pay the services of a haulage company 450,000 euros. A representative of the trade union, Francois Kay, reported that the part of the crew (17 out of 23), among which are Ukrainians, Russians and Belorussians, refused to leave vessel until they were paid for the past three months. -- Correspondent (See issue of Jul 10.)

Cherbourg, Sep 19 -- Fishing (general) *Marginella* was towed by the tug *Abeille Liberte*. The release caution requested amounts to 450,000 euros. In addition to it they will have to pay their agent in Cherbourg who has been making an advance for them since July. The date for sailing is not yet known. -- Lloyd's Agents.

#### MARINE PRIME (Panama)

London, Sep 18 -- According to Lloyd's MIU AIS, chemical tanker *Marine Prime* was located 6.6 nautical miles from Shirashima, in lat 34 07 32.32N, long 130 43 07.1E, at 1226, UTC, Sep 18, course 317.5 deg, speed 11.5 knots.

#### MASTER ENDEAVOUR (Panama)

See "Hurricane 'Dean'" under "Weather & Navigation."

#### MED CARRARA (Cayman Islands)

Karachi, Sep 19 -- Bulk carrier *Med Carrara* (26847 gt, built 1981) laden with imported coal has been shifted from Berth No.1/2 to the outer anchor, by Karachi Port Authorities, at 2030, Sep 18, as its crane No.1 broke down. It has been asked to repair the crane. An official of the Port Authority said that it was done to avoid berth congestion as two other vessels - Bulk carrier *Navios Hios* and Bulk ore carrier *Trogir* "were already off loading coal." -- Correspondent. (Note -- *Med Carrara* arrived Karachi Sep 13 from Richards Bay.)

#### MEXICA (Panama)

Bar, Sep 17 -- General cargo *Mexica*: Fifteen crew members left the vessel on Sep 8. The master, chief engineer and chief mate remained on board. After cleaning and engine conservation, the vessel is now ready to be delivered to the owners, who have been informed accordingly. Up until now, the shipyard has not received reply from the owners. -- Lloyd's Agents.

#### MEZEN (Russia)

Portsmouth, UK, Sep 16 -- Research *Mezen* (1164 gt, built 1975) reported with a fire on the deckhead of the main deck, starboard side, in lat 04 14S, long 126 00E (Indonesian waters) at 1900, local time, Sep 15. The crew fought the fire for two and a half hours before the master ordered them to leave the vessel and they were transferred to a passing vessel at 2130. The fight to save *Mezen* continues. -- Correspondent.

Portsmouth, UK, Sep 17 -- The crew of research *Mezen* has returned to the vessel and are clearing and cleaning the damage caused by the fire. An Indonesian vessel has taken *Mezen* in tow and is en route to the port of Ambon. -- Correspondent.

#### MIDAS (Panama)

London, Sep 19 -- According to Lloyd's MIU AIS, bulk carrier *Midas* was located stationary off Hamriyah Terminal, in lat 25 31 59.77N, long 55 21 41.88E, at 0838, UTC, today.

#### MINERAL SINES (Panama)

Narvik, Sep 17 -- Bulk carrier *Mineral Sines* (87495 gt, built 2002) arrived Narvik Sep 3 from Spain, via Falmouth and during deballasting in the roads, prior to loading, a crack was discovered in a forward ballast tank about 10 cms in diameter. An indent was detected around the crack "about 15 metres in what had caused the damage." *Mineral Sines* subsequently sailed today for Port Said. -- Lloyd's Agents.

#### MSC SABRINA (Panama)

London, Sep 17 -- Fully cellular containership *MSC Sabrina* (35598 gt, built 1989) reported engine failure near Ile Marie, Vercheres, in lat 45 46 37N, long 73 22 16W, at 1706, EDST, Sep 15. The engine was restarted but the vessel

came into contact with the side of the channel. No water ingress was reported.

#### MULTI TRADER (Cambodia)

Bucharest, Sep 14 -- General cargo *Multi Trader* is still in the same position and our further inquiries with the port authorities and the agents would suggest that the prospects of her refloating are remote, no actions having been taken in such respect so far. -- Lloyd's Agents.

#### NAESBORG (Liberia)

London, Sep 14 -- Following received from Coast Guard New Orleans, timed 1350, UTC: Roll On Roll Off *Naesborg* (32173 gt, built 1976), cargo cars, dragged anchor and was in contact with bulk carrier *Voyager II* (21531 gt, built 1986), in ballast, at the Galveston Fairway Anchorage at 0525, UTC, Sep 13. Damage to both vessels reported as minor. When the Coast Guard inspector boarded *Naesborg* he was informed that the vessel had also been in contact with chemical tanker *Valerie* (12814 gt, built 2003), however, time not known. (Note - *Naesborg* sailed Santos Aug 22 for Galveston, and according to Lloyd's MIU AIS was at anchor in lat 29 18 00.55N, long 94 34 17.38W, at 1306, UTC, today. *Voyager II* sailed Houston Sep 1, and according to Lloyd's MIU AIS was at anchor in lat 29 19 04.13N, long 94 34 33.15W, at 1255, UTC, today. According to Lloyd's MIU AIS *Valerie* was at anchor in lat 29 17 51.06N, long 94 33 23.64W, at 1349, UTC, today.)

London, Sep 17 -- Following received from Coast Guard New Orleans, timed 1322, UTC: Roll On Roll Off *Naesborg*, collision with bulk carrier *Voyager II* and chemical tanker *Valerie* at the Galveston Fairway Anchorage Sep 13: *Naesborg* sustained an indent above waterline and is under Coast Guard restriction. *Voyager II* sustained minor damage port amidships and has been released from Coast Guard restriction. *Valerie* also released from Coast Guard restriction. (See issue of Sep 18.) (Note -- According to Lloyd's MIU AIS, *Naesborg* at anchor in lat 29 18 31.71N, long 94 48 51.61W, at 1240, UTC, today. According to Lloyd's MIU AIS, *Voyager II* at anchor in lat 29 19 01.91N, long 94 46 56.69W, at 1315, UTC, today. According to Lloyd's MIU AIS *Valerie* was at anchor in lat 29 44 35.76N, long 95 05 53.58W, at 1319, UTC, today.)

#### NAVIOS ARC (Panama)

Portsmouth, UK, Sep 16 -- Bulk carrier *Navios Arc* (30002 gt, built 2003) ran aground off the Tergasa terminal in Superporto on Sep 12. The vessel had a cargo of 10,800 tons of Soja on board, when it tore itself away from the terminal and didn't have time to start the engines while in the channel to the entrance of the River Grande and floated onto a sandbank. After seven hours it succeeded in getting free with the help of five tugs. It was fastened again alongside at the terminal, and continued cargo operations. -- Correspondent. (Note --

According to Lloyd's MIU AIS *Navios Arc* was reported 17.5 nautical miles from Rio Grande(BRA) at 1158, UTC, Sep 14, speed 11.9 knots course 70 deg.)

London, Sep 18 -- Bulk carrier *Navios Arc* sailed Rio Grande (BRA) Sep 14.

**NEPTUNIA MEDITERRANEO (Brazil)**

Buenos Aires, Sep 17 -- Fully cellular containership *Neptunia Mediterraneo* still remains "anchored/aground" at Ushuaia North Roads without main engine/generators functioning and no repairs have been started. Any shifting/movement of the vessel should be carried out by tugs. She is still under custody of PNA and one of their representatives is continuously on board and he is replaced every 24 hours. -- Lloyd's Agents.

**NEVER SAY NEVER (U.K.)**

London, Sep 14 -- A press report, dated today, states: Navigational error which grounded 65ft luxury yacht *Never Say Never* on rocks off St. Sampson's (Guernsey) harbour yesterday afternoon has been branded as sheer stupidity. *Never Say Never* stuck fast on the Platte reef yesterday. Thousands of poundsi-worth of damage was caused to the yacht when it ploughed into the south-east Platte reef at 15 knots at around 1300 hrs. Half-an-hour before the grounding, the million-pound vessel, which was bound for Weymouth, had taken on six tons of diesel in St. Peter Port. The hull was damaged across the length of the keel and a ruptured fuel tank led to considerable amounts of fuel spilling into the sea. Owner Mervyn Stewkesbury was on board with his crew, although it is unclear who was in command when it grounded. It appears that the boat strayed out of clear water and was too close to shore in a move that harbour-master Captain Peter Gill called "sheer stupidity". Mr Stewkesbury said he could not explain how the vessel had come to be in that position. It ran aground on a near perfect horizontal plane but incurred considerable damage. As well as holes in the hull, the propellers were badly damaged and the shafts bent upwards. It is believed that the gear boxes were also destroyed as the propellers ground to an abrupt halt on impact with the rocks. A press photographer who arrived at the scene by boat at low tide, said the strong southerly current had already spread the diesel slick at least a quarter of a mile. The vessel refloated at 1600 hrs, but was not moved until 1800 hrs. It was towed into St Sampson's Harbour by marine engineer Buzz White's boat *Access Challenger*, and a Sarnia workboat, and lifted out of the water on the Marine & General boat hoist. The yard's managing director, David Norman, said they had to lift the vessel half over the quay while they continued to drain fuel and water from the damaged hull. Late last night it was laid up in the corner of the North Side yard where the damage will be properly surveyed. *Never Say Never* has spent the last two months moored on the

East Arm in the QEII Marina. Mr Stewkesbury bought the hull in 1991 after it had been put up for sale. He fitted out the vessel and now bases it in Weymouth.

London, Sep 14 -- Following received from St. Peter Port Radio: Yacht *Never Say Never* is 45 registered tons. Initial inspection showed numerous hull fractures and splits. A fractured fuel tank. Both rudders, propellers 'P' brackets and shafts severely damaged. Both shafts have been pulled from the gearboxes.

**NEW FLAME (Panama)**

London, Sep 14 -- A Tsavlis Salvage report, dated Sep 13, states: The Tsavlis salvage team on board bulk carrier *New Flame* completed the removal of oils from the vessel yesterday. Significant quantities of oils, all engine-room tanks, service/settling and lubricant oil and diesel storage tanks were emptied, stripped and sealed with expanding foam. Oils removed from *New Flame* were transported and delivered at the shore reception facility at Gibraltar port. The Tsavlis Salvage team continues to prepare *New Flame* for refloating.

London, Sep 17 -- A press report, dated today, states: The operation to remove the fuel from bulk carrier *New Flame* has been successfully completed. 780 cubic metres of fuel has been removed in just 30 days, despite the exposed location of the vessel and the loss of 10 days due to inclement weather. No fuel has been spilled from *New Flame* into the sea. The salvage operation now moves into its next phase which is the removal of the ship. Due to structural degradation suffered by the vessel during the collision and subsequently, it will not be possible to extract the ship in one piece. The ship will therefore have to be cut into two sections, at a point about one-third of its length, from the bow, just forward of No.2 crane. The stern section, comprising two thirds, of the ship's length and three cargo holds will be removed first. This section will float and will be towed away to safe waters in the Bay of Gibraltar where some of its cargo will be removed at anchorage to enable it to be brought alongside. Once alongside the remainder of the cargo will be unloaded and the stern section towed into Cammell Laird Gibraltar Dry Docks. The bow section, consisting of about 1/3 of the ship's length and two cargo holds will then be removed, in sections, including the cargo, which consists of non-oil scrap metal. These salvage operations are currently being engineered. The removal of the stern section could begin in around three weeks time, and will take about one month to complete. The operation to remove the whole of the ship might take upto six months, subject to weather conditions. This phase of the operation does not represent a risk of a pollution event. During the salvage operation the site will be marked by four lit wreck buoys in the normal manner, and a one-mile exclusion zone maintained.

**NEWFOUNDLAND ALERT (Canada)**

London, Sep 13 -- Fishing (general) *Newfoundland Alert* (552 gt, built 1988) with 13 persons on board, was reported disabled with transmission problems and drifting in lat 51 22.42N, long 55 33.24W at 1025, UTC, yesterday. Problems were subsequently rectified and the vessel proceeded without further incident.

**NORDIK EXPRESS (Canada)**

London, Sep 18 -- Passenger (cruise) *Nordik Express* arrived Seven Islands Sep 11.

**NORDSKOTT (Norway)**

Aalborg, Sep 19 -- The yard expect Roll On Roll Off *Nordskott* to complete repairs and depart on Sep 22. -- Lloyd's Agents.

**NORWAY (Bahamas)**

London, Sep 17 -- A press report, dated today, states: The problems for Norwegian cruise line passenger (cruise) *Blue Lady*, formerly known as *Norway*, are far from over. After the supreme court last week cleared dismantling of the vessel at Alang shipbreaking yard, green activists are in no mood to relent. Gopal Krishna, head of an NGO, Indian Platform on Shipbreaking (IPS), said they have decided to file a revision petition at the apex court. He claimed that the second order by the court on Sep 11 has violated its own order on Sep 6, when the court issued a strict order on all hazardous ships coming to India for demolition. The apex court last week allowed the dismantling of the vessel, observing that the process had become "irreversible" after its illegal beaching at Alang. Terming the dismantling as a "fate accompli," the court however asked the government and other concerned authorities to take appropriate precautionary measures before going ahead with demolition of the vessel.

**NUEVO PEPITA AURORA (Spain)**

London, Sep 17 -- A press report, dated Sep 16, states: The bodies of five of the crew of fishing (general) *Nuevo Pepita Aurora* remain missing. The lack of progress of the salvage teams in recovering the *Nuevo Pepita Aurora* which sank in heavy seas in the Strait on Sep 5, has led to frustration in Barbate from where the crew was from. The bodies of five men are still to be recovered, and only one has been located by a robot camera inside the bathroom of the sunken vessel. Family members of the dead and their friends took to the streets of Barbate on Saturday (Sep 15) in silent protest at the delay in a demonstration also supported by many local residents. There are plans to bring the wreck into shallower waters, but it has proved difficult attaching a line at the current depth of 130 metres. The *Nuevo Pepita Aurora* sank on Sep 5 when returning from fishing in Moroccan waters. There were 16 crew on board, and eight were rescued by other vessels in the area. Three bodies have been recovered and five remain missing.

**OCEAN JASPER (Kribati)**

See *Sokalique*.

**OLVY-01 (Panama)**

Kota Kinabalu, Sep 19 -- General cargo *Olvly-01* is still aground in Labuan waters and no salvage works have yet been carried out. We understand the Malaysian Marine Department at Labuan is still pressing the owners of the vessel to salvage and remove it from the grounding site. -- Lloyd's Agents.

**ORIENT STAR NO.5 (Belize)**

Yokohama, Sep 20 -- General cargo *Orient Star No.5* (1923 gt, built 1984), while departing from JFE Steel wharf No.5, Fukuyama, was in contact with the pusher barge *Yahata Maru*, 160 gt, (?tug *Yahata Maru*, 160 gt, built 1996) on the berth, at 1125, local time, Sep 19. *Orient Star No.5* sustained a scratch to its port hull, while *Yahata Maru* sustained damage to its bulwark at bow section. Neither water ingress nor oil spill has been reported. -- Lloyd's Agents.

**OSTFRIESLAND (Germany)**

Kiel, Sep 14 -- Roll On Roll Off *Ostfriesland* (1860 gt, built 1985) hit a piling while entering the port of Borkum on Sep 11. The bow door could not be opened as the opening mechanism of the bow was damaged. It then had to be welded open. Passengers had to wait 30 minutes until they could be disembarked. Normal passenger access is not possible until the piling is removed. Passengers have to board and leave ferries via the car deck until repairs have been effected. -- Correspondent. (Note -- According to Lloyd's MIU AIS, *Ostfriesland* was reported off Emden, in lat 53 20 33.66N, long 07 11 10.68E, at 1115, UTC, today, course 219 deg, speed 1.5 knots.)

**OZAMIS BAY 1**

Manila, Sep 18 -- The engine damaged sustained by passenger ro/ro *Ozamis Bay 1* has been completely repaired and the vessel resumed its normal trading operations last week. -- Lloyd's Agents.

**PELIAS (Greece)**

London, Sep 14 -- According to Lloyd's MIU AIS, general cargo *Pelias* was in lat 38 26 59.08N, long 24 22 13.83E, at 0904, UTC, Sep 13, proceeding on a course of 323.2 deg at 7.7 knots.

**PERTH (U.K.)**

London, Sep 14 -- Fully cellular containership *Perth* is still under repair at Hamburg. Repairs are expected to continue until mid October. -- Lloyd's Agents.

**PREM PRIDE (India)**

See *Bharatidasan*.

**PRIDE OF TELEMAR (Norway)**

London, Sep 14 -- Following received from Aarhus MRCC, timed 0935, UTC: Passenger ro/ro *Pride of Telemark* is

still at Hirtshals. At the moment the leaks in the vessel are being secured, after which a decision will be made regarding the vessel's future.

Copenhagen, Sep 14 -- Passenger ro/ro *Pride of Telemark* was towed from Color Lines berth to its own berth and discharged yesterday afternoon. There is no news about the extent of the damage; the vessel will be examined by divers either tomorrow or on Monday. According to managing director Mr. Jarle Dragsten, the decision about repair yard will be made next week, it will probably be either Gothenburg or Hamburg. The vessel will stay at Hirtshals until then. -- Lloyd's Agents.

**PULAU TIGA 388 (Indonesia)**

Jakarta, Sep 17 -- Barge *Pulau Tiga 388* is still at port of Tanjung Intan-Cilacap. It has been reported that no damages were found. -- Lloyd's Agents.

**RUNNER 4 (Dominica)**

London, Sep 17 -- Mammoet Salvage is carrying out a unique salvage operation to recover aluminium T-Bars from the Russian-owned general cargo *Runner 4*, which sank in the Gulf of Finland last year with 5,500 tonnes of aluminium on board. The Dutch group, based in Schiedam, has designed and developed two special deepwater recovery system excavators for the salvage of the cargo. Mammoet Salvage will carry out the entire operation with remote operated vehicle technology, without the support of divers. Mammoet expects the entire operation to be completed at the end of this month if the weather remains favourable. The deep water recovery systems are fitted with excavating arms with special suction pads to retrieve the aluminium bars. The pontoon left Schiedam, near Rotterdam, for the Gulf of Finland at the beginning of August, equipped with the two excavators and two cranes. On arrival over the wreck, the remaining oil was removed and the deck cranes and hatches were removed to allow access to the between-deck area, so that 15% of the cargo could be salvaged. In the next phase, the between-deck was removed to get access to the rest of the cargo.

**SALAMIS GLORY (Cyprus)**

London, Sep 18 -- Passenger (cruise) *Salamis Glory* sailed Haifa Sep 9 and subsequently arrived Limassol Sep 17.

**SARAH (Philippines)**

Manila, Sep 20 -- Landing craft *Sarah* sailed Cagayan de Oro port early this week and is now at Manila for repairs as it had sustained hull damage. Maritime Industry Authority officials said that its safety certificate, which was rescinded, will not be restored until repairs are completed on the vessel and certain safety deficiencies were rectified. According to the MARINA inspectors, the vessel was carrying expired safety equipment such as rocket parachute flares and smoke signal kits at the time of the accident. -- Correspondent.

**SAUNIERE (Canada)**

London, Sep 18 -- Bulk carrier *Sauniere* (16522 gt, built 1970) reported contacting the south seawall of Canso Causeway, Nova Scotia, in lat 45 38 53N, long 61 24 50W, at 1055, ADST, Sep 18, resulting in a 10-12 foot dent above the waterline, in way of No 1 port side tank.

**SEA ANGEL (Malta)**

London, Sep 15 -- A press report, dated today, states: A fire broke out on board Roll On Roll Off *Sea Angel* (7744 gt, built 1982), carrying nearly 600 Russian cars from the port of Novorossiysk to Turkey overnight on Friday (Sep 14). The fire in the engine-room broke out shortly before 2300, local time, the spokesman for the Russian ministry for emergency situations, Victor Beltsov said. The vessel was between 40 and 45 kilometres south-west of the city. Five fire-fighting ships and a number of tugs were at the site, the spokesman said. Another ministry official said that 21 crew members including 18 Russians and three Greeks were on board.

London, Sep 16 -- A press report, dated Sep 15, states: A fire on Roll On Roll Off *Sea Angel* has been extinguished. Nobody was hurt, a source at the Russian Emergencies Ministry's southern regional centre said. The vessel is being towed to Novorossiysk now, the source said.

London, Sep 17 -- Roll On Roll Off *Sea Angel* arrived Novorossiysk Sep 15.

Novorossiysk, Sep 18 -- A local press report states: At 2300, Sep 14 the administration of the marine port received information about a fire in the engine-room of Roll On Roll Off *Sea Angel*, Novorossiysk for Turkey, cargo more than 500 cars of the Volzhskiy car factory, when 36 miles west of Tsemesskaya Bay, outside Russia territorial waters. Tugs *Tigris* and *Tolkoviy*, fire rescue towboat *Mars*, tug *Kapitan Beklemishev*, multipurpose ship for accidents *Navigator*, and patrol vessel *Velboat-41* went to assist the vessel where four vessels were standing-by in case of necessity to evacuate the crew. *Velboat-41* was the first vessel to attend the ferry at 0200 hrs, the remaining vessels arrived by 0400 hrs. The operation was complicated with the heavy swell with wave to 2.5 metres. According to the ferry's crew, three Greeks and 18 Ukrainians, they extinguished the fire by their own efforts using carbon dioxide. The marine port administration attended the ferry, and carried out an investigation to ensure that the threat of any explosion was eliminated. It was not necessary to evacuate the crew. The ferry was towed to the Novorossiysk Shipyard. According to the Chief of ecology department information there was no ecological damage to the environment. -- Lloyd's Agents.

Novorossiysk, Sep 19 -- Roll on roll off *Sea Angel* is currently at Novorossiysk Shipyard. Repair prospects are not presently known. -- Lloyd's Agents.

**SEA BULKER (Hong Kong)**

Dakar, Sep 18 -- Bulk carrier *Sea Bulker* is still under arrest at Cotonou. -- Correspondent.

**SENOPATI NUSANTARA (Indonesia)**

London, Sep 18 -- A press report, dated today, states: Indonesian prosecutors want three years in jail for the captain of ferry *Senopati Nusantara* which sank off the coast of North Java last year, leaving more than 300 people dead, a report said today. State prosecutors said in court yesterday that Wiratno Cendanawasih, 53, who captained the vessel, was guilty of negligence leading to deaths, the state Antara news agency said. They said that as master, Cendanawasih had ordered the ship to change course twice from its planned itinerary due to heavy seas, with the second decision resulting in the deaths. More than 300 people were never found. The exact location of the ferry wreck remains unknown and the search for it has been hampered by World War II sea mines and shipwrecks. The trial resumes in one week to hear the defence plea.

**SERENITY (Bermuda)**

London, Sep 17 -- A press report, dated today, states: Police are appealing for witnesses after 20 people were taken to hospital after ferry *Serenity* (163 gt, built 2002) struck a dock around 1240, Saturday, (Sep 15) as the ferry attempted to dock, with around 47 passengers on board. Police said none of the injuries were life-threatening. Some victims suffered multiple injuries. It is understood that many of the injured passengers had been standing moments before the vessel failed to properly halt, scattering them about the boat on impact. The Department of Marine and Ports, on Saturday, confirmed that there was a "mishap" with *Serenity*, which Police say is being secured at the Marine and Ports dock until a full investigation can be conducted. Francis Richardson, Director of Marine and Ports, said *Serenity* "made hard contact with the Dockyard ferry berth upon its approach."

**SHARK (Lebanon)**

Beirut, Sep 19 -- General cargo *Shark* is still lying sunk and under arrest at Beirut as of Sep 4. -- Lloyd's Agents.

**SHINSEI MARU (Japan)**

See *Tokuyama 21st Century*.

**SIAN (Greece)**

See *Captain Blue*.

**SICHEM MALAGA (Malta)**

London, Sep 19 -- Owners and managers of combined chemical and oil tank *Sichem Malaga* (4599 gt, built 1994), Ashdod for Amsterdam, cargo 7,300 tonnes of phosphoric acid, report that the vessel experienced propulsion failure, believed to have been caused by loss of propeller, on Friday, Sep 14, some 50 nautical miles south of Crete. Tug *Koral* arrived to assist the vessel

at approximately 1600, Sep 15, and proceeded to tow *Sichem Malaga* to the anchorage at the Port of Valletta arriving 0001, Sep 18. The vessel will be inspected prior to being moved to a Malta shipyard for repair. The cargo is to be lightered onto combined chemical and oil tanker *Pointe du Croisic*, which is standing by. (Note -- *Scichem Malaga* sailed Ashdod Sep 12 and according to Lloyd's MIU AIS was stationary in lat 35 54 42N, long 14 51 44E, at 0847, Sep 19.)

**SLAVYANIN (St. Vincent & Grenadines)**

Limassol, Sep 13 -- Repairs to Roll On Roll Off *Slavyanin* not yet started and she is still in Limassol port. -- Lloyd's Agents.

**SOKALIQUE (France)**

Brest, Sep 14 -- Fishing (general) *Sokalique* and general cargo *Ocean Jasper*: Master, chief officer and one crew member of *Ocean Jasper* are now reported missing from the vessel which is still immobilised in the military harbour of Brest. Reportedly prior to their disappearance these persons were free to circulate in the area of Brest, however, it would appear that they have not been on the vessel since the beginning of the week. -- Lloyd's Agents.

London, Sep 18 -- French police are still hunting for a shipmaster and two crew members who have disappeared from a vessel that is being held in the port of Brest, following a fatal collision with a fishing vessel last month. Brest prosecutor Xavier Tarabeux said that the three men had been put on the police's wanted persons list but declined to comment on a local press report that they had already returned to their native Azerbaijan. The master, first officer and another seafarer were reported missing on Friday (Sep 14). They had been on board general cargo *Ocean Jasper* since it arrived in Brest following a collision with the French fishing vessel *Sokalique* in the early hours of Aug 17. Six members of the crew of *Sokalique* survived the accident but the skipper, Bernard Jobard, lost his life. The prosecutor in charge of the case said recently that there were strong grounds for thinking that *Ocean Jasper* had fled the scene and failed to assist the fishermen following the sinking of their vessel. The three men who have gone missing were not under arrest and Mr Tarabeux said that they had the right, like other seafarers calling at the port, to circulate in Brest. He added, however, that they would be committing an offence if they sought to leave the city. The master had been reported to be taking his vessel's detention badly. A French seafarers' union had indicated that it was concerned for the vessel's crew because the master was failing to provide food for them. News of the disappearance of the three seafarers was greeted with anger among Breton fishermen. The dead skipper's wife said that their disappearance was a scandal, adding in a reference to the vessel's alleged attempt at flight after the accident,

that it was the second time the master had tried to make his escape. A seafarers' union in Brest branded the master a deserter and called for the withdrawal of his licence, claiming that he had tarnished the reputation of his fellow shipmasters. It called on the French authorities to press *Ocean Jasper's* Turkish manager, Onurhan Denizcilik, to assign another master and crew members to the vessel within 48 hours. France wants to try the master and other crew members but is waiting for *Ocean Jasper's* flag state Kiribati to indicate whether or not it intends to exercise its prerogative to prosecute.

**SPP-17 (Russia)**

Portsmouth, UK, Sep 17 -- At 2155 hrs, Sep 16, the self-propelled pontoon *SPP-17* (193 gt, built 1986), Petropavlovsk for Ivashka in ballast, with with nine crew, had a main engine distributor gear malfunction, in position lat 55.15N, long 162.54E (30 miles from Cape Kronotskiy, in the Bering Sea). At 0350 hrs, today, general cargo *ST Fidelity* took *SPP-17* in tow. The vessels are proceeding to Petropavlovsk at a speed of nine knots and have an ETA, p.m. Sep 18. -- Correspondent.

Portsmouth, UK, Sep 18 -- Pontoon *SPP-17*, in tow of general cargo *ST Fidelity*, arrived at Petropavlovsk-Kamchatka roads at 0650 hrs, today. -- Correspondent.

**STAKHANOVETS (Russia)**

London, Sep 15 -- Following received from Coastguard Shetland MRSC, timed 0348, UTC: Tow parted to floating dock, measuring 176 metres by 50 metres, towed by fire fighting tug *Stakhanovets* (3120 gt, built 1980), in lat 59 51.7N, long 00 46.1E, 60 nautical miles east of Sumburgh Head, Shetland, at 0300, UTC, today. Floating dock drifting 145 deg at 2.4 knots. Wind north-westerly force 7-8 (near gale to gale), 5-6 metres seas. Supply *Caledonian Vigilance* proceeding to stand by vessel and clarify situation, ETA 0430, UTC. *Stakhanovets* intends to attempt to pick up tow after first light (sunrise 0531, UTC) and as weather abates. Forecast indicates wind 280 deg at 10 knots by 0900, UTC. (Note -- *Stakhanovets*, Kherson for Murmansk, passed Gibraltar Aug 22 and subsequently sailed Shannon Estuary Sep 6 for Murmansk.)

London, Sep 15 -- Following received from Coastguard Shetland MRSC, timed 0750, UTC: Coastguard emergency towing vessel *Anglian Sovereign* is to proceed, at A speed suitable to present weather conditions, to standby fire fighting tug *Stakhanovets* and the floating dock. At 0726, UTC, *Stakhanovets* was drifting in lat 59 49.2N 00 44.9E at 1.7 knots.

London, Sep 16 -- A press report, dated today, states: The emergency towing vessel *Anglian Sovereign* was last night (Saturday Sep 15) attempting to salvage a massive floating dock drifting in the middle of the North Sea. Shetland Coastguard was alerted to the incident in the early

hours of yesterday after the Russian fire fighting tug *Stakhanovets*, with 22 people on board, lost its tow with the floating dock in severe weather conditions, around 50 miles east of Sumburgh Head. The dock belongs to the large Ukrainian dock building specialist Pallada, based in Kherson, on the Black Sea. Initially *Caledonian Vigilance* offered assistance to the Coastguard and attempted to help in the transfer of personnel onto the floating dock in order to reconnect the tow line, but this had to be abandoned due to the weather conditions. *Anglian Sovereign* arrived at the scene at around 1900, last night, and will be trying to get a cable attached to the floating dock. A Coastguard spokesman said the drifting dock was well clear of any oil installations. Following a brief weather window during daylight yesterday, the forecast was again for increasing south-westerly winds force eight turning north-westerly.

London, Sep 17 -- A press report, dated today, states: Shetland Coastguard yesterday (Sep 16) managed to salvage a massive floating dock that lost its tow in severe weather conditions early on Saturday (Sep 15). The emergency towing vessel *Anglian Sovereign* picked up the dock's broken tow and towed it towards Lerwick harbour. The tow arrived at the south mouth of Lerwick Harbour at around 1500 yesterday. Shetland Coastguard was alerted to the incident after the Russian fire fighting tug *Stakhanovets* lost its tow around 50 miles east of Sumburgh Head. A spokesman for Shetland Coastguard said that the plan had been to hand the tow back to the Russians, but they wanted to use a normal rope to re-attach the dock and this was considered dangerous. They will now have to get a wire rope before they can get the dock back. As there was no indication last night as to how long this would take, the floating dock may well be secured in Lerwick Harbour, since *Anglian Sovereign* needs to be relieved to be available for other duties in the waters around Shetland and Orkney.

Sullom Voe, Sep 18 -- Fire fighting tug *Stakhanovets* and the floating dock did not enter Lerwick waters. The floating dock was successfully reconnected to *Stakhanovets* yesterday afternoon/evening, about two or three miles south of Lerwick. *Stakhanovets* sailed yesterday evening (bound for Murmansk). -- Lloyd's Agents.

#### **STEVIA (South Africa)**

London, Sep 19 -- Following navigation warning issued Sep 18: Trawler (All Types) *Bluebell* is towing fish factory *Stevia* (801 gt, built 1973) to Port Elizabeth in lat 34 55.12S, long 24 29.04E, length of the tow 500 metres, course 70 deg and speed six knots.

London, Sep 19 -- Following received from Cape Town MRCC, at 0920, UTC: Fish factory *Stevia* entered Port Elizabeth, at 0702, UTC, this morning.

London, Sep 19 -- Following received from Port Elizabeth port control, timed 0930, UTC: Fish factory *Stevia* arrived Port Elizabeth with engine problems this morning.

Durban, Sep 20 -- According to the local agent of fish factory *Stevia* the vessel is in Port Elizabeth, not for engine repairs, but with fishing equipment stuck in its propeller; which they are still trying to remove. They are hopefully that they will be finished by 1500 hrs today, after which the vessel should be ready to sail. -- Lloyd's Agents.

#### **STOROE (Cyprus)**

London, Sep 19 -- General cargo *Storoe* arrived at Kotka on Sep 13 and sailed on Sep 14.

#### **SUNNY DAY (Georgia)**

London, Sep 20 -- Approximately 1300, Sep 14, roll on roll off *Sunny Day*, Trabzon for Sochi, listed 35 deg in lat 41 41N, long 39 36E, off Trabzon port. Thirty-one persons and 28 large trucks were on board. The personnel left the vessel and were in the sea with lifebelts, while the master of the vessel communicated with his company through Turkish Radio. Edible oil tanker *Batova* was 7.5 miles from the place of the incident and was able to reach the scene within one hour and 15 minutes. Two helicopters and boats belonging to the Turkish Air Force in Merzifon were sent to the scene by the Coast Guard Command. As of 1500 hrs there was 190 tons of fuel oil, 28.5 tons of diesel oil and two tons of machine oil on board; also according to information received from the agent of the vessel, the personnel of the vessel consists of 16 Turks, two Azerbaijanis and two Georgians, while there were 11 Turkish drivers on board. As a result of communications with *Batova* through Turkish Radio, it was reported that *Sunny Day* sank about 1530 hrs. The liferaft was seen at the sea and was reached within 15 minutes. As of 1705 hrs it was reported that seven persons had been rescued by the *Batova*, seven persons had been rescued by the first helicopter, 11 persons had been rescued by the second helicopter and six persons had been rescued by another vessel.

#### **SUNNY DAY (Panama)**

Portsmouth, UK, Sep 14 -- Roll On Roll Off *Sunny Day* (5556 gt, built 1977) sank 30 miles from the coast of Turkey, in the Black Sea, today. -- Correspondent.

London, Sep 15 -- A press report, dated today, states: Turkey's Deputy Trabzon Governor Mehmet Ozmen said on Friday (Sep 14) that 31 people, who were in a vessel that sank in the Black Sea some 39 miles off Trabzon, were rescued. Roll On Roll Off *Sunny Day*, carrying 28 trucks, sank at 1522, local time, on Friday because of stormy weather conditions on its way from Trabzon, Turkey, to Russia's Sochi port, Ozmen was quoted as saying by Turkish semi-official Anatolia news agency. Ozmen said that there were 20 crew members and 11 truck drivers in

the vessel, adding, "21 people in the ship were brought to Trabzon by helicopters belonging to the Turkish Armed Forces. Among those who were slightly injured are under medical treatment in various hospitals." "The remaining 10 people will be brought to Trabzon with a rescue ship," according to the governor.

London, Sep 16 -- A press report, dated Sep 15, states: The Bulgarian edible oil tanker *Batova* has saved several crew members from Roll On Roll Off *Sunny Day*, which sank near the shores of Northern Turkey on Friday (Sep 14). *Batova* got a signal for the shipwreck, made a manoeuvre and started looking for the crew. Finally a sailor from *Batova* noticed a board with seven people on it, six sailors and a passenger. All seven shipwrecked people are in good physical condition, officials from *Batova* said. Another three people from the *Sunny Day* were saved by a Turkish helicopter and another vessel.

#### **TAI SHUN (Hong Kong)**

Taipei, Sep 15 -- Bulk carrier *Tai Shun* sailed at 1800 hrs Sep 1, the next port of call was Kakogawa. -- Lloyd's Agents.

#### **TEAM ANEMONIA (Cyprus)**

See *Madrisa*.

#### **THEO T. (Bahamas)**

London, Sep 18 -- Crude oil tanker *Theo T.* sailed Houston Sep 16.

#### **THOR HAWK (DIS)**

London, Sep 17 -- According to Tuticorin Port Trust fully cellular containership *Thor Hawk* (1964 gt, built 1992) was in port under repair at 0600 today. (Note -- *Thor Hawk* sailed Singapore 1900, Sep 6 for Dubai and is believed to have arrived Tuticorin in tow.)

#### **THUNDER (Antigua & Barbuda)**

London, Sep 13 -- According to Lloyd'sMIU AIS, general cargo *Thunder* in lat 49 28 34.52N, long 00 11 58.87E, Harfleur 1.4 nautical miles, stationary at 1225, UTC, today.

Le Havre, Sep 13 -- Ship's agents of general cargo *Thunder* report that four technicians sent by owners arrived at Le Havre yesterday, but no reason was given regarding their job on board. Vessel ETD 2100 today for Foynes. -- Lloyd's Agents.

London, Sep 15 -- General cargo *Thunder* sailed from Le Havre on Sep 13 bound for Foynes.

#### **TIAN DAO (Hong Kong)**

Yokohama, Sep 19 -- Bulk carrier *Tian Dao* and bulk carrier *African Oryx* have both gone back to their regular routines, but no information on the dates of departures/destinations is available. -- Lloyd's Agents.

#### **TIGER SPIRIT (Cyprus)**

Singapore, Sep 17 -- General cargo *Tiger Spirit* is presently at Singapore Technologies Shipbuilding and Engineering Ltd. Floating Dock No 2. -- Lloyd's Agents.

**TOKUYAMA 21ST CENTURY (Japan)**

Yokohama, Sep 20 -- Bulk cement carrier *Tokuyama 21st Century* (1877 gt, built 1992), Osaka for Mizushima, was in collision with fishing (general) *Shinsei Maru*, 5 gt, in lat 34 24.92N, long 134 11.35E, at 1736 hrs, Sep 17. *Tokuyama 21st Century* sustained scratching damage to its port hull, while *Shinsei Maru* sustained a crack to its port bow over an area of one metre. No water ingress, oil spill or personal injury has been reported. -- Lloyd's Agents.

**TRANS-1 (Bangladesh)**

Khulna, Sep 18 -- Understand from harbour-master, Mongla Port Authority and barge owner, Mr. Abu Bakar, that unknown *Trans-1* (not) yet been salvaged and salvage operation is still continuing. -- Lloyd's Sub-agents.

**TRIA ADELFA (Greece)**

See *Captain Blue*.

**TRIUMPH (Bermuda)**

Montreal, Sep 14 -- Understand fully cellular containership *Triumph* left Montreal without escort. -- Lloyd's Agents.

**TS SINGAPORE (Antigua & Barbuda)**

Yokohama, Sep 19 -- Fully cellular containership *TS Singapore* sustained some cracking damage and is effecting temporary repairs at the Yamashita No 9 pier in Yokohama. After the repairs have been completed the vessel will depart for docking but no information on its schedule is available. -- Lloyd's Agents.

**TSAIYIYU NO.1 (Taiwan)**

London, Sep 18 -- A press report, dated Sep 17, states: Taiwan fishing (general) *Tsaiyi Yu No.1* ran aground near P'eng-chia Yu islet (lat 25 38N, long 122 04E) north-east of Taiwan early yesterday, but all 11 crew members have been rescued. Coast Guard Administration officials said they received a distress signal relayed by a radio station at 0330 hrs and immediately dispatched a patrol vessel to the scene. At the same time they asked personnel at a security station on the islet to join the rescue. The skipper of *Tsaiyi Yu No.1* and his 10 crew members, comprised of seven Chinese and three Indonesian sailors, were rescued and temporarily quartered in a temple on the islet. The Suao harbor-based fishing boat left port at 2200 Saturday, but ran aground hours later south-west of P'eng-chia Yu islet. According to boat skipper Wang Wen-tung he was sleeping when the boat struck something, causing him to fall off his bunk. He rushed to the steering room and found that the boat's propeller was stuck between rocks. Wang said that a Chinese crew member on duty apparently fell asleep when the accident occurred.

Taipei, Sep 20 -- The Taiwan Coast Guard Administration have advised that fishing (general) *Tsaiyi Yu No.1* is

still aground and was almost "scrapped" when typhoon "Goring" passed over northern Taiwan on Sep 18. No salvage operation has been organised because the vessel is considered as a CTL. -- Lloyd's Agents.

**TUSTNA (Norway)**

Kiel, Sep 17 -- Roll On Roll Off *Tustna* (1117 gt, built 1977), Sandvika (lat 69 38N, long 18 02E) for Edoy, had machinery problems at 0630, Sep 15. The ship tried to proceed at reduced speed but finally had to be towed into port by a tug. The vessel had to be replaced on the Tustna-Smola-run by Roll On Roll Off *Haram* which entered service from Edoy at 1320 hrs. -- Correspondent.

**VALERIE (Gibraltar)**

See *Naesborg*.

**VANDA NAREE (Thailand)**

Ponta Delgada, Sep 19 -- Bulk carrier *Vanda Naree* (14031 gt, built 1985), fully loaded with grain, arrived at Ponta Delgada for underwater repairs to a reported leak from its stern tube seals. -- Lloyd's Agents.

**VARDEN (Malaysia)**

Port Said, Sep 18 -- Chemical tanker *Varden* (18453 gt, built 1989) entered the Suez Canal at Port Said at 0400, local time, today. At Km 8 in the canal, the vessel sustained sudden engine trouble / failure and went aground. The Suez Canal Authorities immediately dispatched tugs and the vessel was towed to the outer harbour of Port Said to effect the required repairs. -- Lloyd's Agents.

Port Said, Sep 19 -- Chemical tanker *Varden* completed repairs at the pilot station outside Port Said and entered the Suez Canal direct with the southbound convoy, at 0500, Sep 19. -- Lloyd's Agents.

**VESTLAND (Panama)**

London, Sep 18 -- Following received from Stavanger RCC, timed 1029, UTC: General cargo *Vestland* (1023 gt, built 1984), HO2850, no cargo, reported aground in lat 62 20N, long 05 44.30E, at 0205, UTC. (Note -- According to Lloyd'sMIU AIS, *Vestland* in lat 62 24 34.71N, long 05 44 26.85E, Fosnavaag 7.4 nautical miles, speed 10.3 knots, at 2323, UTC, Sep 17.)

London, Sep 18 -- Following received from Stavanger RCC, timed 1747, UTC: General cargo *Vestland* has been refloated and is currently anchored nearby for a diver's inspection.

**VOYAGER II (Panama)**

See *Naesborg*.

**WHITE SEA (Antigua & Barbuda)**

Kiel, Sep 17 -- A worker died in an accident on the Peters-Yard in Wewelsfleth, Sep 14, when general cargo *White Sea* (2449 gt, built 1992) was to be taken on slip at 0530. The vessel collided with a bollard which broke off and crashed down. The man who was involved in berthing the ship was thrown into the Stor river. A second worker who jumped behind

succeeded in recovering the man who was wearing a live belt, but once on land he was pronounced dead. The cause of his death is still to be investigated. -- Correspondent.

**WILLASSEN SENIOR (Norway)**

London, Sep 13 -- A press report, dated today, states: Fishing (general) *Willassen Senior* was being raised today. The police inspector in charge of the investigation, Kjetil Woldstad, said in a statement: "There have been signs that the leakage that led to the sinking may be linked to an open valve in the vessel's machine-room." He said more information would be given tomorrow.

**WINDFIELD (Bahamas)**

London, Sep 19 -- Following received from Stavanger RCC, timed 2107, UTC: General cargo *Windfield* (26942 gt, built 1980), Rotterdam for Cape Town with fertiliser, is reported to be on fire in the South Atlantic, in lat 02 50.1S, long 07 02.3W.

London, Sep 19 -- Following received from Stavanger RCC, timed 2230, UTC: General cargo *Windfield* had a fire on the bridge. Reefer *Sierra Nafria* is alongside. Whilst the fire has now been extinguished, water used to extinguish it has damaged the communication systems. *Windfield* is now under way for South Africa.

London, Sep 19 -- Gearbulk Holdings have received a report from general cargo *Windfield* that there was a small fire on the bridge, which was extinguished by the crew with water which knocked out a number of systems on the bridge including communications. The master has resumed passage to Cape Town, but will allow time for the affected electrical systems to dry out. The vessel has full propulsion and generator power. Communications have been received via VHF from a vessel in the vicinity.

**YAHATA MARU (Japan)**

See *Orient Star No.5*.

**Port State Control****BELGIUM**

Portsmouth, UK, Sep 19 -- Roll On Roll Off *Hoburgen* (9080 gt, built 1986), owned by Gotlant Steamship Ltd., was placed under detention at Zeebrugge yesterday. The grounds for the detention are unknown. The vessel is deployed on the Zeebrugge-Tilbury service. -- Correspondent.

**PHILIPPINES**

See *Sarah* under "Marine".

**ROMANIA**

Bucharest, Sep 19 -- General cargo *Bermuda I* was sold by auction on Sep 14, to a company named Tomini Trading SRL, Constantza, who bought the vessel for demolition. The relevant



documentation and transfer of ownership have not been yet finalised. Claimants -- i.e. the vessel's crew, the vessel's agents, Constantza Port Administration, Constantza Harbourmaster, etc -- will have to further pursue their claim against the sale proceeds in the Constantza courts, which have fixed a hearing in October. - Lloyd's Agents.

## Seizures & Arrests



### AETEA SIERRA (Cayman Islands)

Algiers, Sep 15 -- Bulk carrier *Aetea Sierra* is still under arrest. Prospects for release unknown. -- Lloyd's Agents.

### AL BARAKAH (Jordan)

Karachi, Sep 17 -- Roll On Roll Off *Al Barakah* (15903 gt, built 1989) arrested on the order of honorable Sindh High Court "off Karachi Port Trust" to recover "bill of landing" from the vessel. The applicant, M/s Pakistan Cement Company Ltd, filed a complaint that vessel did not deliver bill of landing worth \$420,000 for cement and left Karachi Port last week. The vessel shifted from B.No.4/5 to outer anchor at 1145, Sep 13. Understand from counsel of applicant that owners negotiating for delivery of bill of landing to get vessel released. -- Correspondent. (Note -- According to Lloyd'sMIU AIS, *Al Barakah* in lat 24 43 23.49N, long 66 54.61E, stationary at 0536, UTC, Sep 17.)

Karachi, Sep 18 -- Understand from the counsel, Aga Faquir Mohammad & Co that the owners of Roll On Roll Off *Al Barakah* have issued the required bill of landing against shipment/export of cement. The issue may be resolved soon and the vessel may leave the court. -- Correspondent.

Karachi, Sep 19 -- The counsel, Aga Faquir Mohammad & Co, advise that Roll On Roll Off *Al Barakah* was released today by the orders of the High Court of Sindh as the owners issued the required bill of lading to his client. Hopefully the vessel will sail today. -- Correspondent.

### ATHANASIOS T. (Greece)

Piraeus, Sep 15 -- Product tanker *Athanasios T.* is still under detention at Perama. There are no further developments regarding its situation. -- Lloyd's Agents.

### ATHENA (Greece)

Piraeus, Sep 18 -- Bulk carrier *Athena* released from arrest at Salamina and departed Aug 11 for Gibraltar. -- Lloyd's Agents.

### FELIZ 1 (Panama)

Dakar, Sep 18 -- Bulk carrier *Feliz 1* (23566 gt, built 1980) has been arrested at Dakar following a Court decision relating to a cargo claim. -- Correspondent.

Dakar, Sep 19 -- Bulk carrier *Feliz 1* is

still under arrest at Dakar. -- Correspondent.

### GREEN TUNDRA (Russia)

Portsmouth, UK -- Sep 18 -- Reefer *Green Tundra* (5131 gt, built 1986) has been arrested at Petropavlovsk-Kamchatskiy. A local press agency has reported that *Green Tundra* was stopped for routine cargo checking in the Sea of Okhotsk. On board were 1,176 tons of frozen salmon. However, it turned out that when checking the packages with the marking "frozen salmon" those packages actually contained the more valuable form of salmon - Losos. This is in violation of the rules of trade and Russian nature-conservation legislation. The violation is to be fully investigated as an administrative offence. -- Correspondent.

### KOZELSKIY (Russia)

Portsmouth, UK, Sep 18 -- Trawler (All types) *Kozelskiy* (770 gt, built 1991) has been arrested at Petropavlovsk-Kamchatskiy. A local news agency has reported that customs found 3,330 kg of boiled young crab on board. This did not tally with the nature and volumes of cargo declared by the master. It also appeared that the master had destroyed certain records. These violations are to be fully investigated as administrative offences. -- Correspondent.

### LAMA (Belize)

Beirut, Sep 19 -- General cargo *Lama* is still lying sunk and under arrest at Beirut as of Sep 4. -- Lloyd's Agents.

### MARGINELLA (Russia)

See under "Marine."

### MIKHAIL STREKALOVSKIY (Russia)

Zeebrugge, Sep 18 -- Bulk carrier with container capacity *Mikhail Strekalovskiy* (14141 gt, built 1981) was put under arrest at Antwerp at 0945, local time, Sep 16. -- Lloyd's Sub-agents. (Note -- According to Lloyd's MIU AIS *Mikhail Strekalovskiy* was stationary in lat 51 21 21.48N, long 04 17 27.18E, at 1206, UTC, today.)

### PHOENICIA I (Panama)

Beirut, Sep 19 -- General cargo *Phoenicia I* (492 gt, built 1962) has been seized by Tripoli Court at the request of Hassan Mohd. Khalifeh and Alexandros Hassan Khalifeh for money owned to them. -- Lloyd's Agents. (Note -- *Phoenicia I* arrived Tripoli (LBN) Dec 28.)

### SUNGAI JULAN 1 (Malaysia)

Manila, Sep 19 -- Philippine Customs Commissioner Napoleon Morales is presently reviewing the recommendation by the Bureau of Customs Legal Department to forfeit the Malaysian-registered tug *Sungai Julan 1*, in favour of the Philippines. A decision is expected next week. *Sungai Julan 1* was arrested and detained on Jan 1, for illegally selling part of the fuel oil it was carrying when it called at Poro Point. -- Correspondent.

### THERMOPYLAE SIERRA (Cyprus)

London, Sep 14 -- Understand general cargo *Thermopylae Sierra* was arrested at Colombo Aug 22 and remains there under arrest. (Note -- *Thermopylae Sierra* arrived Colombo Aug 22 from Trincomalee.)

## Pipeline Accidents



### DOGUBEYAZIT AREA, AGRI PRIVINCE, TURKEY

London, Sep 13 -- Iran resumed its natural gas export to Turkey today after it was forced to cut supplies due to an explosion on the pipeline at the weekend, the Anatolia news agency reported. Officials from the Turkish energy ministry told the agency the pipeline linking the north-west Iranian town of Tabriz with Ankara had been repaired, allowing the pumping of gas. Iran was forced to stop exports after the pipeline was partly damaged by an explosion near the town of Dogubayazit, in Agri province, some 17 kilometres from the Iranian border. A local official suggested that the likely cause was a "technical malfunction".

## Pollution



### LIMASSOL, CYPRUS

London, Sep 20 -- The Fisheries Department and municipal services yesterday continued to clean up an oil spill which occurred 1.5 kilometres east of Limassol on Tuesday (Sep 18). Limassol mayor Andreas Christou said yesterday. "A clean-up of the entire area has begun, including the layer of sand on which the oil has settled and as deep as we can collect the material floating on the water. A Fisheries Department vessel is attempting to prevent more quantities washing ashore, the mayor said. The authorities have yet to determine where the spill came from, though they suspect the waste was dumped by a passing vessel.

## Weather & Navigation



### HURRICANE "DEAN"

London, Sep 18 -- Following received from Fort de France MRCC, timed 1525, UTC: General cargo *Master Endeavour* remains aground.

### HURRICANE "HUMBERTO"

London, Sep 13 -- A press report, dated today, states: Shell Oil Co said

no problems due to Hurricane "Humberto" have been reported by its 285,000 barrel per day joint-venture Motiva Enterprises refinery in Port Arthur, Texas, today. High winds and heavy rains shut a nearby refinery in Port Arthur, which is on the Texas Gulf Coast on the border with Louisiana.

Houston, Sep 13 -- Ships resumed moving along the Houston Ship Channel this morning after being shut yesterday afternoon due to rough seas caused by Hurricane "Humberto", the U.S. Coast Guard said. Eighteen vessels were waiting to enter the 53-mile waterway to the busiest U.S. petrochemical port and 20 were waiting to exit the channel, the Coast Guard. Dock space in the port of Houston was full on Thursday morning, the Coast Guard said. -- Reuters.

Houston, Sep 13 -- Hurricane "Humberto" shut three U.S. refineries in Texas today, sending oil prices to a record high on the New York Mercantile Exchange. NYMEX crude oil futures climbed as much as 29 cents to a record \$80.20 per barrel this morning on a jump in Gulf Coast gasoline wholesale prices. All three refineries are in Port Arthur, Texas, which "Humberto" raked with 80 mph winds early this morning before crossing into Louisiana. Valero Energy Corp filed notice with state pollution regulators this afternoon that it plans to begin restarting its 325,000 barrel per day (bpd) Port Arthur refinery tonight and finish the restart by Sunday (Sep 16) night. Total Petrochemicals USA was planning to begin a full plant restart as soon as electrical power from supplier Entergy Texas was restored at its 232,000 bpd refinery in Port Arthur. The refinery has partial power from a cogeneration plant and most process units are on warm standby, meaning they only need to receive feedstock to resume production, said spokesman Rick Hagar. There was no word from Entergy on the power would be available. Shell Oil Co. said all units at its joint-venture Motiva Enterprises 285,000 bpd refinery in Port Arthur were shut early today. The company has not issued planned restart times. Exxon Mobil Corp said the hurricane had only a minor impact on its 349,000 bpd Beaumont, Texas, refinery north of Port Arthur and the refinery remained "up and running." Refineries in Houston and Texas City, Texas, and Lake Charles and Baton Rouge, Louisiana, were unaffected by "Humberto". Operations at the Louisiana Offshore Oil Port were normal today as the storm was far to the west of its offshore unloading platform, said a spokeswoman. "Humberto" claimed one life in the east Texas town of Bridge City, northeast of Port Arthur, and knocked out power to 100,000 customers of Entergy Texas. -- Reuters.

London, Sep 14 -- A press report, dated Sep 13, states: Hurricane "Humberto" caused about \$50,000 in damage to the Port of Beaumont, said John Roby, the port's director of logistics and public affairs. The storm

damaged 12 warehouse doors, but no cargo was destroyed, he said. The port lost power, but Roby said the administration building ran on generator power until electricity services resumed. "Cargowise, we're not missing a day," Roby said. "Vessels are moving and the channel is open. We expect today to be a totally normal day." Downstream at Port Arthur, the storm reduced a warehouse to its frame. "We had a little blowout, but we were still loading trucks through there today," Port of Port Arthur board president Mark Underhill, said. He did not know the estimated cost of the damage or when it would be fixed, but he said it should be easy to repair. Two shrimp vessels - one aground and another drifting - were found where the Neches and Sabine rivers meet. The US Coast Guard's Station Sabine makes checks of the Neches, Sabine and Calcasieu rivers, Petty Officer Derrick Borel said. The shrimp vessel skipper who had run aground said he did not need help, Borel said. As for the unmanned vessel drifting, the Coast Guard pushed it aside. The Sabine-Neches Waterway, which closed at 1630 yesterday as a precaution, opened to vessel traffic at 1230 today. Roland Kennedy, Sabine Pilots chief dispatcher, said the waterway experienced "abnormally high tides" but was not affected by the rising water. He also said that the 13 vessels in port were undamaged.

London, Sep 14 -- A press report, dated Sep 13, states: All traffic has resumed in the Houston Ship Channel today after being temporarily halted because of the possibility of high winds from Hurricane "Humberto." Carnival Cruise Lines had delayed some departures and arrivals because of the storm.

London, Sep 14 -- A press report, dated today, states: Shell Oil Co. said today some electrical power had been restored to its joint-venture Motiva Enterprises 285,000 barrel per day refinery in Port Arthur, Texas, but the refinery remains shut down. Damage assessments from the rapid shutdown of the refinery as Hurricane "Humberto" passed over yesterday morning are continuing, the company said.

London, Sep 15 -- A press report, dated today, states: Utility crews restored electricity Friday (Sep 14) to half of the homes and businesses left without power after Hurricane "Humberto", while experts estimated total damages from the storm would cost less than \$500 million. "Humberto", the first hurricane to hit the US in two years, continued to lose strength Friday as its remnants moved through Mississippi to the East Coast. The storm left as many as 120,000 Texas and Louisiana homes and businesses without power. While many would be restored by the weekend, some could be without power until Tuesday, said Joe Domino, Entergy Texas president and chief executive officer. At High Island, the coastal town of 500 where the centre of "Humberto" made landfall, many customers,

including the local water utility, had generators for essential needs and kept fresh water flowing from taps. The remnants of "Humberto" were located in northwestern Georgia Friday afternoon and moving northeast, according to the National Weather Service. Maximum sustained winds were only 15 mph and an inch or two of rain was likely. In the Carolinas, the remnants of the storm collided with a cold front, leading to wind and heavy rain and even sightings of funnel clouds. There were dozens of power outages and traffic accidents. Texas Gov. Rick Perry declared three counties, Orange, Jefferson and Galveston, disaster areas, making them eligible for financial assistance. State military forces were brought in to help provide water, ice and equipment to aid in the clean-up. Damage from the storm was likely to cost less than \$500 million, Risk Management Solutions, a California-based firm that quantifies catastrophe risks for insurance companies, said. The dollar figure included physical damages to homes and businesses, and business losses due to interruptions because of power outages and damages. The one death attributed to the storm occurred early Thursday in Bridge City, when 80-year-old John Simon was killed as his backyard patio collapsed on him in the high winds, Maj. Joey Hargrave of the Bridge City police said. In Port Arthur, two of three major crude oil and liquid hydrocarbons plants idled because of power problems had power restored. Refineries for Valero Energy Corp. and Total Petrochemicals USA Inc. were in the process of being restarted, company spokesmen said. Shell Oil Co. said its Motiva Port Arthur Refinery had some power restored but remained down as assessments continued.

#### HURRICANE "IVO"

Mexico City, Sep 19 -- Tropical Storm "Ivo" strengthened today as it headed towards Mexico's Baja California peninsula and could become a hurricane later this week, the US National Hurricane Centre said. "Ivo" had maximum sustained winds of 70 mph and was over 500 miles south of the peninsula's beach and golf resort Los Cabos. The storm's wind speed could continue to pick up in the coming days and make Ivo a hurricane. Latest models show the storm is due to curve into Baja California early next week, the centre said. -- Reuters.

London, Sep 20 -- A press report, dated today, states: Tropical Storm "Ivo" strengthened into a hurricane yesterday as it headed over the Pacific towards Mexico's Baja California peninsula, the US National Hurricane Centre said. "Ivo" had maximum sustained winds of 75 mph and was some 500 miles south of the peninsula's beach and golf resort Los Cabos. The latest forecasters' models showed the storm was due to curve into Baja California early next week, the centre said. Hurricane "Ivo" is forecast to strike Mexico as a tropical storm at about 1200, UTC, on Sep 24. Data supplied by the US Navy and Air Force

Joint Typhoon Warning Centre suggest that the point of landfall will be near lat 23.2N, long 110.5W.

## Natural Disasters



### INDONESIA

London, Sep 20 -- A press report, dated Sep 19, states: A strong earthquake rocked parts of Indonesia's Sumatra island Wednesday (Sep 19), but there were no reports of any damage. The 6.1-magnitude hit 115 miles north-west of Bengkulu, the US Geological Survey said on its Website. Although the tremor was felt in cities along Sumatra's west coast, it was not strong enough to cause a tsunami and there were no immediate reports of damage, said Nugrahani Farisa of the local Meteorological and Geological Agency.

## Political & Civil Unrest



### MEXICO

London, Sep 14 -- A press report, dated Sep 13, states: The rebel group, the Revolutionary People's Army, or EPR, claiming responsibility for gas pipeline explosions that cost Mexican businesses millions of dollars, said in a statement e-mailed to The Associated Press today that the attacks will continue until authorities release two rebels they believe are in government custody. However, the government has denied holding the men. Attorney General Eduardo Medina suggested that the pair, who have not been seen since their disappearance, may have fallen victim to internal divisions within the guerrilla movement.

London, Sep 17 -- A press report, dated Sep 14, states: The Mexican unit of German car maker Volkswagen AG plans to restart production Monday (Sep 17) at a factory that has been idled after supplies of natural gas were stopped, following attacks on Mexican gas pipelines. Several thousand manufacturers in central Mexico were forced to close factories and halt production this week after natural gas and oil pipelines owned by state-run oil monopoly Petroleos Mexicanos, or Pemex, were destroyed. In a news release, Volkswagen de Mexico said it will restart production at the factory in the central city of Puebla at 0130 hrs, Monday. The company said it plans to increase production to 1,780 vehicles a day during the course of next week. Pemex plans to resume natural gas supplies through its pipeline system starting late Sunday (Sep 16).

## Labour Disputes



### SOUTH AFRICA

Johannesburg, Sep 13 -- South African railworkers returned to work yesterday after a two-day strike around the eastern port city of Durban, a union official said. A union official said on Monday (Sep 10) that about 300 workers, including train drivers, had adhered to the strike to push for a bigger say in decisions in their workplace. The striking workers represented about half the workforce at the three affected depots of state transport Transnet Freight in the KwaZulu-Natal province, the official said. -- Reuters.

### ZAMBIA

London, Sep 17 -- A strike by union workers on the Tazara Railway (Tanzania-Zambia Railways) has resulted in a large consignment of copper being stranded at Kapiri Mposhi, according to news reports. Members of the Workers Union of Tazara-Zambia downed tools three weeks ago demanding an increase in wages to \$208 per month, which management has refused. According to WUTAZ the lowest paid workers in the labourer category currently receive \$ 100 per month. Some 1,400 workers have gone out which includes train drivers and other skilled employees, forcing management to drive some of the trains in an effort to move at least some of the accumulated traffic. The copper is transshipped from road vehicles onto rail wagons at Kapiri Mposhi, with office staff and management having to learn how to go about loading wagons. The Zambian government is attempting to intervene in an effort of reaching a settlement as it is concerned about the stoppage of exports. Other copper exports are continuing to be road hauled from the Zambian copper belt to Durban.

### ZIMBABWE

London, Sep 14 -- Zimbabwe's ports of entry have been thrust into a crisis after the Zimbabwe Revenue Authority (ZIMRA) workers went on strike to press for a salary increase. Thousands of travellers and truck drivers were stranded at the country's border posts Wednesday and yesterday. This followed the nationwide strike by the workforce of the parastatal who is responsible for organising government funds from the country's corporate companies, through taxes. The revenue authority also collects duties and taxes on imported goods at border posts. The industrial action reportedly started at the Beitbridge border post, at midnight Tuesday (Sep 11) before spreading to Chirundu, Nyamapanda and other borders. The development has caused serious problems among travellers seeking to clear their goods. The

Beitbridge post, bordering Zimbabwe and South Africa, clears many vehicles and goods daily. At Plumtree Border Post, business was reportedly at a virtual standstill while long queues were the order of the day at Forbes border post in Mutare. Traders importing food and other basic commodities that are scarce on the parched Zimbabwean market dominate most of the business at the country's ports. Shelves have gone empty in Zimbabwe in the past three months due to Robert Mugabe's economic mismanagement through wage freezes and price slashes. Reports suggest the work stoppage cost ZIMRA at least Z\$1 trillion in revenue alone on the first day of the strike, besides inconveniencing thousands of cross-border travellers battling to clear imports into the country.

## Aviation



### CANCELLATION OF FLIGHTS BY QANTAS

See "Emergency Landing, Vilnius Airport, Lithuania."

### CRASH IN SWISS ALPS

London, Sep 17 -- A press report, dated today, states: A small aircraft crashed in the Swiss Alps, killing two people, rescue officials said today. Two other people survived yesterday's crash of the single-engine Piper aircraft, which was found during an aerial search today by Swiss rescuers. The aircraft was on its way from the Italian city of Parma to Zurich when it lost contact at around 1900 (1700, UTC) yesterday, officials said. The cause of the accident has not yet been determined.

### CRASH INTO SEA OFF MOOREA ISLAND, FRENCH POLYNESIA

London, Sep 14 -- A press report, dated today, states: Civil aviation authorities in Tahiti said they have suspended all flights on aircraft owned by Air Moorea and Air Archipel and flights on Air Tahiti's Twin Otter aircraft, based on the Marquesas Islands and used by Air Moorea, from Sep 13. The decision follows an accident on one of Air Moorea's Twin Otter aircraft on Aug 9 which led to the death of 15 people, and five missing passengers. The decision also comes amid an ongoing investigation into security procedures and maintenance of aircraft at Air Moorea by the Paris-based civil aviation authorities. The authorities have decided to suspend the maintenance agreement for Air Moorea and Air Archipel aircraft after an inspection team found "irregularities in maintenance procedures and gaps in tracing detachable parts."

### CRASH, ALSEA AREA, OREGON, UNITED STATES

London, Sep 15 -- Piper PA-28, N103TH, crashed under unknown

circumstances eight miles from Alsea, Oregon, at 0200, Sep 13. The two persons on board were fatally injured.

#### **CRASH, ATLANTA AREA, GEORGIA, UNITED STATES**

London, Sep 17 -- Bellanca 17-30A Super Viking N8260R crashed near Atlanta, Georgia, at 1845, Sep 15. The aircraft was destroyed. The one person on board was killed.

#### **CRASH, BIG BEAR CITY, CALIFORNIA, UNITED STATES**

London, Sep 18 -- A press report, dated today, states: One of the air tankers fighting the Butler II fire made a crash landing on Fox Farm Road just before 1400 yesterday in Big Bear City before making a water drop. Firefighters and investigators arrived at the open field within minutes of the single engine aircraft making an emergency landing. The pilot escaped unharmed. It was not immediately known what caused the aircraft to go down.

London, Sep 19 -- Air Tractor AT802A, N91357, operated by AG Pilots Inc, made a forced landing in a field under unknown circumstances while on a fire fighting mission near Big Bear City, California, at 2010, Sep 17. The aircraft was destroyed.

#### **CRASH, ERIE AREA, COLORADO, UNITED STATES**

London, Sep 17 -- Evektor-Aerotechnik AS Sportstar N616EV crashed on the runway at Erie, Colorado, at 1950, Sep 15. The aircraft was destroyed. The two persons on board were killed.

#### **CRASH, JERVISWOOD, LANARKSHIRE, SCOTLAND**

London, Sep 16 -- A press report, dated today, states: Scottish rally champion Colin McRae has been killed in a helicopter crash close to his Lanarkshire home. The Twin Squirrel helicopter registered to the former world champion rally driver came down shortly after 1600 yesterday about 200 yards from his 17th-century mansion. Police sources said the blue helicopter used by the 39-year-old multi-millionaire had exploded in a "fireball". As many as four people are thought to have died in the crash. Jean-Eric Freudiger, McRae's agent, confirmed McRae had been piloting the helicopter. Locals said they feared McRae had been travelling with another adult and two children. A Strathclyde Police spokeswoman confirmed there were no survivors. Officers were trying to establish who was on board and where the helicopter was travelling to and from. "The damage has been so bad that we don't know how many people were on board. Weather conditions at the time were deteriorating with strengthening winds and light rain. Members of the Department of Transport's Air Accidents Investigation Branch were travelling to the scene at Jerviswood, one mile north of Lanark last night.

#### **CRASH, MACINTYRE LAKE AREA, SASKATCHEWAN, CANADA**

London, Sep 13 -- Hughes 369E, C-FMHM, operated by Heli-Transport, descended into the trees and rolled onto its left side near MacIntyre Lake, SK at 1700, Sep 12. The helicopter was substantially damaged, however the pilot and three passengers were not injured.

#### **CRASH, MAGADAN, RUSSIA**

London, Sep 16 -- A press report, dated today, states: Six people have been killed in a helicopter crash in the remote region of Magadan in far eastern Russia, officials from Russia's emergency situations ministry said today. A seventh person, believed to be the pilot, survived the crash but has been hospitalised in a serious condition, its been reported. There were a total of three crew members and four passengers on board the helicopter, including two Polish tourists, a local official was quoted by RIA Novosti as saying. The accident happened yesterday but the wreckage was not found until today, reports said. The helicopter was traveling between the villages of Seimchan and Burgali. Magadan has few roads connecting remote settlements and helicopters are frequently used for passenger transport and supplies.

#### **CRASH, MINNEAPOLIS, MINNESOTA, UNITED STATES**

London, Sep 15 -- Schweizer 269-1 rotorcraft, N269HB, operated by Weststar Ventures LLC, during auto rotation the tail rotor struck the ground at Minneapolis, Minnesota, at 2058, Sep 13. The aircraft was destroyed.

#### **CRASH, NORTH WEALD, ESSEX, UNITED KINGDOM**

London, Sep 16 -- Rally supremo David Richards and his wife escaped serious injury on Sunday (Sep 16) when the helicopter in which they were flying crashed north of London, police said. Earlier, Richards had led tributes for former world champion Colin McRae after the Scot, his five-year-old son Johnny, another child and a friend of McRae's were killed on Saturday when their helicopter crashed near his Lanarkshire home. Essex police said 55-year-old Richards, chief executive of Prodrive who run Subaru's World Rally team, and his wife "walked out of the wreckage" when their helicopter crashed near North Weald airfield after returning from the Belgian Grand Prix. Prodrive are due to enter Formula One next year as the sport's 12th team. "Something failed on the transmission system," Richards was quoted as saying on autosport.com. "We were nearing Stansted airport when we heard this bang at the back of the aircraft. I was talking to the control at Stansted at the time, so I immediately gave them a May Day call and the rescue crew came within minutes. "Then, everything failed but I managed to bring it down to the ground, and it fell on its side." -- Reuters.

#### **CRASH, PHUKET AIRPORT, THAILAND**

London, Sep 16 -- A press report, dated today, states: An aircraft has crashed while trying to land in bad weather at the Thai resort of Phuket today, an aviation official says. The plane, carrying 123 passengers, crashed after hitting the runway heavily in strong winds and heavy rain. Aviation official Chiasak Angkauwan said the number of casualties was unclear but that there were thought to be fatalities. The Thai-operated plane had flown from Bangkok, but there were conflicting reports about which company owned it. Rescue operations are underway at the airport. Rescuers said that the plane caught fire after crashing. Mr Chiasak said: "The airplane asked to land but due to the weather in Phuket - strong wind and heavy rain - maybe the pilot did not see the runway clearly. "The plane then fell onto the runway and broke into two."

Phuket, Sep 16 -- A budget airliner crashed on the Thai resort island of Phuket today, killing 88 people as it broke up and burst into flames while trying to land in driving rain, a senior official said. Forty two people were injured, Phuket deputy governor Vorapot Rajsima said, and a hospital official said at least five of the survivors were seriously hurt. Flight manifests at Phuket airport suggested well over half the 123 passengers on the flight from the Thai capital were foreign and an Airports of Thailand official in Bangkok said most of the foreigners were European holidaymakers. There were seven crew members on board. Earlier reports had said there were five. Eight Britons, eight Thais, five Germans and two Australians were among 42 known survivors, hospital workers said. "The plane looks as though it veered off the runway into the side of a hill," said Leslie Quahe, a Singaporean pastor who arrived at the scene about an hour after the crash. I was coming down the hill and saw smoke coming from the plane. It had broken into several parts," Quahe said. Officials said the McDonnell Douglas MD-82 had broken in two on impact on landing on the Andaman Sea paradise isle. The tail section of the One-Two-Go flight lay on the runway and the rest was among the trees lining it. --Reuters.

London, Sep 17 -- A press report, dated today, states: Authorities on Monday (Sep 17) found the two flight data recorders from the aircraft that crashed in stormy weather on the resort island of Phuket, killing 90 people, including 54 foreign tourists. But authorities said it was too early to say what caused Sunday's crash. Transport Minister Theera Haocharoen said the black boxes would be sent to the United States for analysis. Officials have said weather was likely a factor. The budget One-Two-Go Airlines flight was carrying 123 passengers and seven crew members from the capital Bangkok to Phuket when the McDonnell Douglas MD-82 skidded off the runway in driving wind and rain. It then ran through a low retaining wall and split in two.

London, Sep 17 -- McDonnell Douglas MD-82, operated by One-Two-Go Airlines, HS-OMG, 130 occupants, departed Bangkok-Don Muang at about 1430 hrs for a domestic service to Phuket. It was raining at Phuket when the MD-82 approached the airport. Wind was from the west at 12 knots. On landing the aircraft went off the side of the runway, crashed into trees and caught fire at about 1600, Sep 16. Aircraft was written off. Eighty-eight fatalities.

London, Sep 18 -- A press report, dated today, states: The pilot of the Thai airliner that crashed on the resort island of Phuket was warned of a possibly dangerous wind conditions at the airport but decided to land anyway, an aviation official has said. The pilot and co-pilot were among the 89 people killed in the One-Two-Go crash, which apparently took place during an aborted landing attempt. An unofficial list compiled by the Thai Foreign Ministry showed that among the dead were six Britons, three Israelis, two Americans, two French nationals, and one victim each from Australia, Germany, Iran, Ireland and Sweden. However, the list is incomplete as more than 30 foreign fatalities had not yet been positively identified. A transcript of the conversation between the pilot and the control tower has revealed ground officials told the pilot that he was heading for a wind shear - a sudden change in either wind speed or direction that can send planes out of control. "The last word the pilot said was 'landing'," Thailand's air transport safety chief was quoted as saying on national television by the Associated Press. However an aviation expert has said it is possible the pilot was trying to abort the landing because he could not see the runway, but the plane was already too low. "It was hit by wind shear or strong winds and he didn't have time to react," aviation writer Tom Ballantyne told AP, adding the real question might be whether the ground officials should have allowed any attempt at landing in such conditions. The airline's president was earlier quoted as saying wind shear could have caused the crash, although heavy rain on Phuket at the time may also have contributed, but Thailand's Transport Minister has said it is too early to know for sure. "The officials have found the black boxes and will send them for analysis to the United States," he said. "Hopefully, we will learn in a few weeks the cause of the accident." This morning it was reported that South Korean authorities raised concerns about One-Two-Go's parent company, Orient Thai Airlines, as recently as last year. Worries about the Thai carrier have been aired periodically as far back as 1997, when it was accused by the Thai Aviation Department of failing to keep clear flight records and conduct six-monthly emergency training sessions for its pilots.

London, Sep 19 -- A press report, dated today, states: Thai crash investigators, looking for clues into the cause of a plane crash on Phuket, have

discovered wind detection systems on the McDonnell Douglas MD-82 plane were not working properly. The Department of Aviation investigators have said that the pilot had put the landing gear down on approach to Phuket airport, but retracted it and tried to pull up. When the pilot pulled back on the throttle, the accident happened. Investigators say three of six systems designed to detect a dangerous weather phenomenon known as wind shear were not working when the passenger jet crashed, killing 89 people.

#### **CRASH, SKAGIT REGIONAL AIRPORT, WASHINGTON, UNITED STATES**

London, Sep 14 -- A press report, dated Sep 13, states: A small plane registered to a Montana oil-and-gas exploration company crashed today, killing all three people on board, officials said. The plane, an A-36 Beechcraft Bonanza, was travelling from Havre, Mont., and was approaching Skagit Regional Airport when it disappeared off the radar around 1100 hrs, officials said. Kurt Anderson, a National Transportation Safety Board investigator, said the single-engine plane was on its second approach to the airport, located about 60 miles north of Seattle, at the time. Airport officials contacted other airports in the area, assuming the pilot had re-routed to another airstrip, Anderson told the Skagit Valley Herald. Officials attempted to contact the pilot on his cell phone, he said. When that failed, they began searching for the plane. The wreckage was found in a wooded area near Bay View State Park at about 1300 hrs, and was mostly consumed by flames, according to the Skagit County sheriff's office. The plane was registered to Montana-based Textana Inc., said Allen Kenitzer, a spokesman for the Federal Aviation Administration. The NTSB was investigating. Anderson said visibility was a quarter of a mile at the time of the crash, although he said it was too early to say whether the weather played a role.

London, Sep 15 -- Beech A36TC, N1811Q, operated by Textana Inc., crashed under unknown circumstances while on approach, alert notice issued and wreckage located 1.5 miles from Burlington, Washington, at 1627, Sep 13. The three persons on board were fatally injured.

#### **CRASH, UTOPIA AREA, TEXAS, UNITED STATES**

London, Sep 17 -- Monocoupe 110 N110SP crashed near Utopia, Texas, at 1310, Sep 15. The aircraft was destroyed. The one person on board was killed.

#### **CRASH, WHITFIELD AREA, ALABAMA, UNITED STATES**

London, Sep 15 -- Piper PA-32R-301, N109PA, operated by Ditta Aviation LLC, crashed under unknown circumstances while enroute to Whitefield, Alabama, at 2120, Sep 13. The aircraft was destroyed.

#### **EMERGENCY LANDING, AALBORG, DENMARK**

London, Sep 14 -- A press report, dated today, states: The preliminary report on the SAS AB Bombardier Dash-8/Q400 aircraft that crash-landed in Denmark on Sunday (Sep 9) indicates the error was "a construction weakness" and not a maintenance error on the part of SAS, newswire Ritzau's Bureau said. The preliminary report by the aircraft accident investigating committee of the Danish civil aviation authority, SLV, says that the landing gear of the aircraft collapsed after a nut worked loose, following rust in the threads of a bolt, the newswire reported. Although the investigating committee's report does not actually say that this resulted from a design error, SLV spokesman Thorbjørn Ancker believes the fault lies in the design of the aircraft and not in SAS' maintenance of the aircraft. "All speculation that this was an error by SAS is now shown to be wrong," Ancker was cited saying. "It's a constructional weakness." Once SAS has inspected the landing gear of its other Dash-8 aircraft, SLV and the Norwegian and Swedish civil aviation authorities will decide today whether to keep the aircraft grounded or let them fly, he said. Bombardier spokesman Marc Duchesne would not comment to Ritzau's Bureau on the preliminary report by the Danish aircraft accident investigating committee. He will wait for the final report. Nor would he speculate whether SAS will receive compensation if the final report shows that the error was the producer's responsibility. "That will be part of the discussions between Bombardier and the maker of the landing gear and between Bombardier and airlines," Duchesne told Ritzau.

#### **EMERGENCY LANDING, MOSCOW, RUSSIA**

London, Sep 20 -- A police helicopter made an emergency landing on Moscow's orbital road yesterday after its engine had failed, Moscow city interior department spokesman Yevgeny Gildeyev said. He said the Ka-226 helicopter had been on a routine patrol mission. There were two crew members and two environmental police officers aboard. No one was injured as a result of the incident, Gildeyev said. The helicopter's engine malfunctioned at about 1650, Moscow time, followed by fire. Moscow city interior department spokesman Viktor Biryukov said that the helicopter had burnt out completely.

#### **EMERGENCY LANDING, VILNIUS AIRPORT, LITHUANIA**

London, Sep 13 -- A press report, dated today, states: More than 100 flights operated by the SAS Group were cancelled today over the recent decision to ground its fleet of propeller aircraft of the type Dash 8-Q400 after two recent emergency landings. Nordic civil aviation authorities have approved the SAS-operated aircraft being allowed to fly with skeleton crews from other airports to SAS maintenance stations

at Stockholm and Copenhagen airports, Nils Gunnar Billinger, director general of the Swedish Civil Aviation told Swedish radio news. The aircraft would then undergo inspection. Authorities continued their probes into the possible cause of the two emergency landings on Sunday and early Wednesday in Denmark and Lithuania attributed to landing gear problems. A preliminary report by the Danish Accident Investigation Board on the emergency landing at Aalborg where one of the aircraft's landing gears collapsed on landing suggested the cause could be linked to a worn out bolt in the landing gear, Danish news agency Ritzau said. The aircraft caught fire on landing and five of its 69 passengers were hurt. The aircraft maker, Canada-based Bombardier and Transport Canada, the agency responsible for certifying the aircraft type, have advised operators to conduct a visual inspection of the landing gear of all Dash 8-Q400 aircraft. SAS passengers were advised to check the company website or contact the place they bought their ticket, but SAS was offering assistance to rebook flights or transport passengers via bus or train to connecting flights, SAS Sweden spokesman Mikael Lindberg said. The group was also leasing extra aircraft.

London, Sep 15 -- A press report, dated Sep 14, states: Qantas flights are back to normal today after being grounded by a second round of safety inspections yesterday. Queensland's regional airports were the most affected by the grounding of Dash 8400 aircraft. The Canadian manufacturer Bombardier ordered a worldwide grounding of the aircraft because of landing gear malfunctions in similar aircraft in Denmark and Lithuania. Qantas says 12 flights were cancelled and the Brisbane, Canberra, Mackay, Townsville, Hervey Bay, Bundaberg, Biloela and Rockhampton airports were affected. All flights returned to normal at 0600, AEST, today.

London, Sep 17 -- A press report, dated Sep 15, states: Canadian plane maker Bombardier Inc has identified the problem that caused two SAS planes to crash-land, a Swedish aviation regulator said yesterday and it could lift a flight ban as soon as Monday (Sep 17). SAS has said the flight ban would cost as much as 15 million Swedish crowns (\$2.25 million) per day. SAS said it had cancelled 110 flights yesterday and its Danish arm said it had cancelled more than 100 flights to and from Copenhagen this weekend. Swedish Civil Aviation Authority spokesman Bo Eckerbert said the grounded planes would be inspected and possibly repaired over the weekend. "Bombardier has identified what they believe is the fault and say it doesn't seem very complicated to attend to," Eckerbert said. He said aviation authorities in Sweden, Denmark and Norway would meet on Monday or Tuesday (Sep 18) to decide whether to lift an order grounding all 27 of SAS's Dash 8-400 planes. Scandinavian aviation authorities will also liaise with the

European Aviation Safety Agency before letting the planes resume commercial flights. SAS has also grounded its fleet of the Canadian-made aircraft that seat up to 78.

London, Sep 17 -- A press report, dated today, states: More flights operated by the SAS Group were cancelled today while investigators continued to probe the possible cause of the two emergency landings last week. The fleet of propeller aircraft of the type Dash 8-Q400 operated by SAS Denmark and SAS Sweden as well as regional subsidiary Wideroe of Norway remained grounded, causing cancellations. SAS Denmark cancelled 65 flights Monday and 57 flights Tuesday while SAS Sweden cancelled 21 flights Monday and 14 on Tuesday. Extra staff were called in to assist passengers. The decision to ground the aircraft was taken Wednesday after the second emergency landing in four days occurred in Vilnius, Lithuania. The aircraft maker, Canada-based Bombardier and Transport Canada, the agency responsible for certifying the aircraft type, have advised operators to conduct a visual inspection of the landing gear of all Dash 8-Q400 aircraft. Norwegian regional carrier Wideroe that operates four Dash 8-Q400s said it would replace a bolt in one aircraft inspected after it showed signs of rust, Norwegian media reported. A preliminary report from the Danish Accident Investigation has suggested that the Aalborg emergency landing may have been linked to a worn out bolt in the landing gear.

#### **FLIGHTS DIVERTED DUE TO FOG, BRISBANE AIRPORT, AUSTRALIA**

London, Sep 17 -- A press report, dated today, states: Thick, low-lying fog is wreaking havoc at Brisbane Airport, with at least six international flights diverted this morning. Flights arriving from international ports, including Singapore and Los Angeles, were diverted to Sydney, Cairns and Fiji, an airport spokesperson said. Domestic flights have been delayed at their point of departure. A Brisbane Airport Corporation spokesperson said some aircraft had landed this morning, but restricted visibility up to 400m was making tarmac movement problematic. She said the majority of departures were still on schedule, but arrival delays would be experienced well into the morning. The Gold Coast airport at Coolangatta has also been affected by the fog.

#### **GROUNDING OF AIRCRAFT, FOLLOWING TWO EMERGENCY LANDINGS, HAITI**

London, Sep 14 -- A press report, dated today, states: Haiti's aviation authority today grounded the country's largest domestic airline after it emerged that two of its airplanes had made emergency landings during the past fortnight. The National Civil Aviation Office restricted Caribintair flights pending the results of investigations into why two twin-engine Cessna Caravan planes were forced to make emergency landings on

Tuesday (Sep 11) and Aug 31. Four passengers and the pilot were injured and the plane was badly damaged in Tuesday's incident. Both flights were from the capital of Port-au-Prince to the northern city of Cap-Haitien. Haitian and U.S. experts have joined the investigation.

#### **INCREASING RISK OF "BIRD STRIKES" TO AIRCRAFT**

London, Sep 19 -- A press report, dated Sep 18, states: "Bird strikes", ie aircraft collisions with birds and other wildlife, are a major risk exposure for airlines and their insurers. Air traffic worldwide is increasing and according to the Federal Aviation Administration (FAA), some 72,526 strikes were reported to civil aircraft in the U.S. between 1990 and 2006. Birds were involved in 97.5% of the strikes, terrestrial mammals in 2.2%, bats in 0.2% and reptiles in 0.1%. The number of strikes annually has quadrupled from 1,743 in 1990 to 7,089 in 2006. In addition, the annual cost of wildlife strikes to the US civil aviation industry is estimated at in excess of \$603 million and experts say the risk is growing.

#### **KINGSTON, ONTARIO, CANADA**

London, Sep 14 -- Volksplane VP-1, C-IGME, was taking off in a southerly direction from a private strip located approximately 25 miles east of Kingston Ontario. Once airborne the aircraft turned northbound and the nose pitched down at 1417, UTC, today. The aircraft struck the ground in a nose down attitude. The pilot received minor injuries, and the aircraft was substantially damaged. The wind was reported from the south at 16 kts gusting to 23 kts.

#### **UNSCHEDULED LANDING, NEW ORLEANS, UNITED STATES**

London, Sep 17 -- A press report, dated Sep 15, states: The Dallas Cowboys' charter flight to Miami made an unscheduled stop for repairs in New Orleans today. "We had a hydraulic problem on our plane. We got it fixed," team spokesman Rich Dalrymple said. The Boeing 757 landed shortly before 1500 hrs and left about 1745 hrs, airport spokeswoman Michelle Duffourc said. Another plane was sent from Dallas-Fort Worth to New Orleans to pick up the team, American Airlines spokesman John Hotard said, but it turned out not to be needed.

## **Port Conditions**



#### **AUSTRALIA**

Sydney, Sep 20 -- Landside congestion at Port Botany had eased after a 10 day delay yesterday, Patrick Sydney Terminal Manager David Phillips said today. The busy schedule was compounded by a system outage

yesterday, Mr Phillips said. However ilast week and certainly today we've had minimal problems, he said. In the three months leading to Christmas, the terminal was expecting further congestion challenges. Yesterday, P&O Trans Australia (POTA) called on the road transport industry to save itself from long queues at its Port Botany empty container park after police booked truck drivers. There were 20 trucks queuing outside POTA's facility by mid-morning, and 30 inside, despite a two-day police crackdown. -- Lloyd's List Daily Commercial News.

**ITALY**

Genoa, Sep 10 -- Current berthing delays: Genoa: There are no vessels waiting for berths. La Spezia: There are no vessels waiting for berths. Savona: There are no vessels waiting for normal berths. One vessel is waiting for a special berth. -- Lloyd's Agents.

**KENYA**

London, Sep 12 -- A press report, dated today, states: A total of 17 new terminal tractors and three reach stackers have arrived at the port of Mombasa where they have been placed in service at the port's container terminal. Costing US\$3.4 million the new equipment was immediately commissioned by a Kenya Ports Authority (KPA) team and placed in service handling containers. KPA managing director Abdalla Mwaruwa praised the suppliers for delivering on schedule, saying that this meant the port now had necessary equipment to start meeting operational requirements. He also applauded terminal employees for their patience and hard work while coping with the current cargo congestion at Mombasa. He said that as a result of this patience the port had almost doubled its half year productivity in

2007 so far, compared with the previous year. By the end of June this year the port had handled 7.7 million tonnes of cargo compared with 6.9mt for the same period in 2006. This reflected an 11.6 percent increase of 800,000 tonnes. The new tractors are replacements for unserviceable equipment at the terminal. According to KPA Technical Services Manager Joseph Atonga, Mombasa Container Terminal needed a complement of 60 tractors, of which 45 required to be in service at any one time.

London, Sep 20 -- A press report, dated today, states: According to a media report in an East African newspaper, "words are being exchanged" between the management of the port of Mombasa, which is upset at a vessel delay surcharge raised because of delays to shipping, and the Rift Valley Railway (RVR), which the port suggests is not helping to clear the port quickly enough. In an attempt to ease the build-up of cargo the Kenya Ports Authority (KPA) extended an amnesty to importers to encourage them to remove containers stored at the Mombasa container terminal. The amnesty has since been extended until the end of October. Importers are allowed to decide whether to use road or rail to move their boxes, and because of cheaper costs many opt for rail. However this has placed additional pressure on RVR, which is already struggling to move sufficient containers out of the port. At the same time the railway stands to lose if many importers opt for road transport instead. However, according to the report the RVR is only moving 7% of containers that arrive at the terminal. In response to the criticism Roy Puffet, RVR's managing director told the newspaper that the accusations against the rail operator were misplaced and he accused

the port of having its own problems. He cited prolonged breakdowns of ship-to-shore gantry cranes at the container terminal. Ask the port how long some of their gantry cranes have been down. One was out of service for about two months and another for about one month," he is quoted as saying. At the same time Puffet admitted that the rail was experiencing problems, including a rail bridge which remained damaged for almost one week and slowed down rail traffic. Nevertheless he maintained that RVR's performance had not declined. The vessel delay surcharge has been raised by member lines of the East African Conference Lines (EACL) which in February also raised a similar surcharge at Dar es Salaam. The surcharge at Mombasa amounts to \$ 200 per TEU for southbound containers and \$ 100 per TEU for northbound boxes. "Regrettably, the member lines can no longer afford to absorb the losses being incurred and therefore have to announce the introduction of a Northbound Emergency Vessel Delay Surcharge," the EACL notice said.

**PANAMA CANAL**

Balboa, Sep 19 -- Despite significant effort on the part of the Panama Canal, heavy arrivals continue to hamper any chance of improvement in canal waiting time. Delays for non-booked vessels remain at four to five days and based on projected arrivals, a change in tendency, that will only generate a slight-modest improvement, is not expected much before Sep 23-24. Unfortunately, this will not last too long as with the next outage scheduled for Sep 26-28, the backlog and delays will most likely increase again. As it stands right now, delays above the normal 24-48 hours are anticipated well into the month of October. -- Lloyd's Agents.

## Port Delays

Information received from BIMCO, Denmark and the Indian Ports Association

Country/Port	Date of report	No. of vessels waiting and/or days delay
<b>Australia</b>		
Abbott Point	24-Sep-2007	Coal: 1 vessel berthed and loading, 1 waiting; 12 vessels due by 13/10.
Brisbane	24-Sep-2007	Coal: Fisherman Island coal berth: 7 vessels due by 11/10.
Dalrymple Bay	24-Sep-2007	Coal: while berth 4 is under construction, Capesize vessels can only load at berths 1 and 2 until approximately end-October. DBCT berth 1: no vessels; DBCT berth 2: 1 vessel berthed and loading, 6 waiting; DBCT berth 3: 1 vessel berthed and loading, 10 waiting; other vessels not scheduled: 19 vessels waiting; 21 vessels due by 4/10.
Dampier	24-Sep-2007	Iron ore: Parker Point berth 2: 1 vessel berthed, 1 waiting; 10 vessels due by 10/10; Parker Point berth 3: no shipping operations at present due to drilling and blasting; Parker Point berth 4: 3 vessels waiting; 7 vessels due by 30/9; there will be a 48 hour shutdown from 17.00 19/9 to 17.00 21/9; Parker Point berth 5: no shipping operations at present due to drilling and blasting; East Intercourse Island: 1 vessel berthed and loading, 2 waiting; 9 vessels due by 5/10.
Esperance	24-Sep-2007	Iron ore: 3 vessels due by 13/10; berthing/sailing restricted to daylight hours.
Geraldton	24-Sep-2007	Iron ore: 5 vessels due by 17/10; regular maintenance shutdowns are expected at berth No. 4 during construction of new iron ore berth 5; at present, these are scheduled for 20-26/9, 17-19/10 and 13-25/11.
Gladstone	24-Sep-2007	Coal: Many vessels still experiencing delays due to cargo availability and cargo operators are scheduling vessels out of order of arrival to maximise port efficiency. R.G. Tanna (Clinton) coal terminal: 3 vessels berthed; 47 vessels due by 20/12; Barney Point: 1 vessel loading; 10 vessels due by 22/11.
Hay Point	24-Sep-2007	Coal: Berth 1: 1 vessel berthed and loading, 4 waiting; 1 vessel due 28/9; Berth 2: 3 vessels waiting; 1 vessel due 28/9; other vessels not yet scheduled: 2 vessels waiting, 12 due by 7/10.
Newcastle	24-Sep-2007	Coal: Kooragang 4, 5 and 6: 3 vessels berthed and loading, 28 waiting; 46 vessels due by 28/10; 11-24 days delay expected due to berth congestion and cargo availability; approximately 30 vessels off port awaiting berths; Dykes 4+5: 2 vessels berthed and loading, 14 waiting; 23 vessels due by 20/10; 13-23 days delay expected due to berth congestion and cargo availability; 15 vessels off port awaiting coal..
Port Hedland	24-Sep-2007	Iron ore: BHP Iron Ore Pty. Ltd., Mt. Newman (Nelson Point), "A" berth: 1 vessel berthed and loading, 1 waiting; 4 vessels due by 1/10; shiploader maintenance from 06.00 hrs. 25/9 to 18.00 hrs. 27/9; "B" berth: 4 vessels waiting; 4 vessels due by 5/10; 7 other vessels due by 12/10, no e.t.a. received; shiploader maintenance from 06.00 hrs. to 18.00 hrs. 24/9; BHP Iron Ore Pty. Ltd., Goldsworthy (Finucane Island) "C" berth: berth undergoing refurbishment and closed until further notice; Goldsworthy (Finucane Island) "D" berth: 1 vessel berthed and loading, 2 waiting; 5 vessels due by 30/9; Cockatoo Island: 2 vessels due by 14/10.
Port Kembla	24-Sep-2007	Coal: 1 vessel berthed and loading, 1 waiting; 14 vessels due by 25/10.
Port Latta	24-Sep-2007	Iron ore: 2 vessels due by 29/9.
Port Walcott	17-Sep-2007	Iron ore: 1 vessel berthed and loading, 9 waiting; 7 vessels due by 4/10. At present, berth 3 is not loading due to breakdown of power substation for loading equipment.
<b>Azerbaijan</b>		
Apsheron	24-Sep-2007	Oil products: Dubendi terminal: 1 vessel berthed, discharging fuel oil; 2 empty vessels anchored in roads; 1 vessel due 24/9 to discharge fuel oil.
<b>Bulgaria</b>		
Bourgas	24-Sep-2007	Five vessels in port operating, of which 4 loading (2 coils, 1 copper anodes, 1 baryte concentrate), 1 discharging iron ore; 1 vessel in roads to discharge metals; 17 vessels due, of which 8 to load (4 coils, 1 containers, 1 sulphur, 1 metals, 1 baryte concentrate), 9 to discharge (1 lead concentrate, 1 coal, 1 lead/zinc concentrate, 1 iron ore, 1 kaolin, 1 coils, 3 copper concentrate).
Varna	24-Sep-2007	Varna East, Varna West, Electrical Power Station, Balchik: Conditions 17 - 23 September: Twenty-nine vessels in port operating of which 14 loading (2 bulk clinker, 2 bulk silica sand, 1 kaolin, 3 bulk sulphuric acid, 3 soda, 2 bagged chamotte/kaolin, 1 caustic soda solution), 8 discharging (1 sheet iron, 1 steel bars, 1 liquid urea, 2 bulk sugar, 1 feldspar, 2 bulk coal), 7 discharging/loading containers; no vessels waiting in roads.



**Port Conditions**

**Egypt**

Adabiya	25-Sep-2007	Two vessels berthed (loading/discharging), both general cargo.
Alexandria	25-Sep-2007	Fifty-two vessels berthed (loading/discharging), of which 48 general cargo, 3 tankers, 1 container vessel; 12 vessels at outer anchorage.
Damietta	25-Sep-2007	Twenty-nine vessels berthed (loading/discharging), of which 15 general cargo, 1 bulk carrier, 6 container vessels; 5 vessels at outer anchorage, 2 at inner anchorage.
Dekheila	25-Sep-2007	Thirteen vessels berthed (loading/discharging), of which 6 general cargo, 4 tankers, 3 container vessels; no vessels at outer anchorage.
Port Said	25-Sep-2007	Six vessels berthed (loading/discharging), of which 2 general cargo, 4 containers.
Suez	25-Sep-2007	Eleven vessels berthed (loading/discharging), of which 4 general cargo, 3 passenger vessels; 2 tugs, 3 vessels dry-docked.
Suez Canal	25-Sep-2007	Twenty-five vessels transiting Northbound, 30 Southbound.

**India**

Kolkata	24-Sep-2007	6 vessels operating at berth of which 4 vessels loading General Cargo, Containers-2. Iron Ore, 1 vessel discharging Containers, 1 vessel waiting to load Wheat; 2 vessels working at anchorage ( 1to discharge, 1 to load and discharge); 3 vessels under repair; 1 vessel under dry docked; 1 vessel under arrest; 2 vessels waiting for MHC berth; 1 Containers vessel due.
Haldia	24-Sep-2007	16 vessels operating at berth of which 7 vessels loading (Thermal Coal-3, Iron Ore, POL, Pig Iron, Steel), 6 vessels discharging (POL, Coking Coal-2, Sulphur, A. Coal, Soya), 1 vessel loading and discharging Containers, 2 vessels waiting to load Iron Ore; 13 vessels awaiting berth at anchorage (4 to discharge, 8 to load, 1 to load and discharge), 7 vessels waiting at anchorage ( 3 to discharge, 4 to load, 1 to load and discharge); 6 vessels due (Lamn, LPG, Crude, P Acid, CBFS, Container).
Paradip	24-Sep-2007	9 vessels operating at berth of which 3 vessels loading (Iron Ore-4, Thermal Coal), 6 vessels discharging (C. Coal-3, Lime Coke, Project Cargo, RPC); 20 vessels awaiting berth at anchorage ( 8 to discharge, 12 to load), 4 vessels working and waiting at anchorage ( 3 to discharge,1 to load); 1 vessel under arrest ; 27 vessels due.
Visakhapatnam	24-Sep-2007	18 vessels operating at berth of which 8 vessels loading (Iron Ore-6, Crude Oil, Thermal Coal), 10 vessels discharging (Naptha, Steam Coal, LPG, MOP, General Cargo, Urea-2, A. Nitrate, Caustic Soda, POL Product); 14 vessels awaiting berth at anchorage ( 6 to discharge, 8 to load); 65 vessels due ( Iron Ore-20, Thermal Coal-2, Containers-3, C.P. Coke, Manganese Ore, Steel Plates, Alumina, Food Grains, Urea-2, Rock Phosphate-2, Sulphur-2, MOP, Alumina-2, Coking Coal-6, Steam Coal, Lame Coke, Anthracite Coal-2, Passenger, Heavy Lifts Pkgs., POL Product-2, Crude Oil-2, LPG, Crome Ore, Containers-3, Peas-2, Pet Coke, Lime Stone, Timber Logs).
Chennai	24-Sep-2007	15 vessels operating at berth of which 4 vessels loading (Granite Block, Molas, Iron Ore), 5 vessels discharging (Steel Coil/Steel Plate, Steam Coal-2, Thermal Coal, Logs), 6 vessels loading and discharging (Containers-4, Steel/Steel Coil/General/Project/Granite Block, SKO/HSD); 1 vessel awaiting berth at anchorage to load, 2 vessels not ready to work and waiting at anchorage to load; 1 vessel under arrest; 4 vessels due (Containers-2, Steel Coil/Steel Pipe/Project/Granite Block, Steel/General Cargo).
Tuticorin	24-Sep-2007	11 vessels operating at berth of which 2 vessels loading (Construction Materials, Sugar), 9 vessels discharging (Logs-5, Con Con., Rock Phosphate, Palm Oil, Urea); 2 vessels under repair; 3 vessels awaiting berth at anchorage ( 1 to discharge, 2 to load), 6 vessels not ready to work and waiting at anchorage ( 5 to load , 1 to load and discharge), 8 vessels waiting berth at anchorage to discharge.
Cochin	24-Sep-2007	2 vessels operating at berth of which 1 vessel discharging Rock Phosphate, 1 vessel loading and discharging Containers; 14 vessels due (Crude-2, Containers-4, POL, Chemicals-2, Defence Cargo, Tug, Other Liquid, Product Cargo, Cable Ship).
New Mangalore	24-Sep-2007	13 vessels operating at berth of which 6 vessels loading (Iron Ore Fines-3, Boxes, POL Product-2), 7 vessels discharging (Timber-2, Fertilizer, Cement, Iron Ore Fines, LPG, POL Crude); 1 vessel awaiting berth at anchorage to discharge, 13 vessels waiting and working berth at anchorage (6 to discharge, 7 to load); 14 vessels due ( Iron Ore Fines-7, Iron Ore (P), POL Product-2, Boxes, LPG, Fertiliser).
Mormugao	24-Sep-2007	3 vessels operating at berth of which 1 vessel loading Steel Coils, 2 vessels discharging (Phosphoric Acid,, MOP); 3 vessels working at midstream and loading Iron Ore; 1 vessel awaiting berth at anchorage to load; 4 vessel under dry docked; 5 vessels due (Met Coke-2, Steel Slabs, MOP, Alumina).

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

## Port Conditions

Mumbai	24-Sep-2007	9 vessels operating at berth of which 6 vessels loading (Bagged Sugar/Car/Rice-2, Machinery/Molasses-2, POL), 3 vessels discharging (R.P. Oil, Rock Phosphate, POL); 1 vessel working at midstream and discharging Peas in bulk; 3 vessels awaiting order at anchorage to discharge, 3 vessels working and waiting at anchorage ( 1 to load, 1 to discharge, 1 to load and discharge); 22 vessels under repairs/dry docked; 11 vessels under arrest; 1 vessel under laid up (Berths not required for cargo operations); 32 vessels due ( Containers-3, Oil-3, General Cargo-26).
J.N.P.T.	24-Sep-2007	6 vessels operating at berth loading and discharging Containers Cargo; 3 vessels awaiting berth at anchorage ( 1 to discharge, 2 to load and discharge); 3 vessels due (Containers-2, Liquid).
Kandla	24-Sep-2007	17 vessels operating at berth of which 10 vessels loading (Agriculture Product-2, Sugar, Barley-2, POL-2, Edible Oil-2, Chemical), 7 vessels discharging (Timber Logs-2, Fertiliser-2, Steel Cargo, Steel Coil, Veg Oil); 8 vessels awaiting berth at anchorage (1 to discharge, 7 to load), 2 vessels not ready to work and waiting at anchorage to load.
Ennore	24-Sep-2007	1 vessel operating at berth discharging Coal; 1 vessel working at inner anchorage and loading Iron Ore; 1 vessel awaiting berth at anchorage to load; 3 vessels due ( MV Gem of Ennore (Coal), MV Apj Sridevi (Coal), MV Tamil Anna ( Coal)).
<b>Israel</b>		
Ashdod	23-Sep-2007	No labour problems. Twelve vessels discharging at berth (5 general cargo, 7 bulkers), 6 loading/discharging at berth (5 containers, 1 tanker); 2 general cargo vessels waiting at anchorage to discharge, 4 vessels waiting at anchorage to load/discharge (1 bulker, 3 containers); 15 vessels due, with 2-3 days delay expected. loading/discharging at berth; 2 general cargo vessels waiting at anchorage to discharge; 2 vessels due, with no delays expected.
Eilat	23-Sep-2007	No labour problems. No vessels berthed, none waiting at anchorage; no vessels due, with no delays expected.
Haifa	23-Sep-2007	No labour problems. Eight vessels discharging at berth (4 general cargo, 4 bulkers), 6 loading/discharging at berth (4 containers, 2 car carriers); 1 general cargo vessel waiting at anchor to discharge, 5 vessels waiting at anchor to load/discharge (3 bulkers, 2 containers); 4 vessels under repairs/dry-docked; 17 vessels due, with 2-3 days delay expected.
<b>Kazakhstan</b>		
Aktau	24-Sep-2007	Oil products: 2 vessels berthed, both loading crude oil; 1 vessel due 25/9 to load unknown cargo..
<b>Russia</b>		
Novorrossisk	24-Sep-2007	Thirteen vessels in port operating, of which 8 loading, (1 coke, 3 wheat, 1 steel sheets, 1 slabs, 1 copper, 1 bulk ammonium nitrate), 4 discharging (1 zinc concentrate, 2 bulk sugar, 1 bulk cement), 1 discharging/loading containers; 14 vessels waiting in roads, of which 12 to load (9 wheat, 1 UAN solution, 1 bulk urea, 1 diesel oil), 2 to discharge (1 zinc concentrate, 1 coils); 71 vessels due, of which 62 to load (2 HBI, 6 slabs, 2 H-beams, 5 wheat, 4 coils, 6 copper WRIC, 2 barley, 3 bulk NPK, 1 spare parts/vehicles, 1 zinc concentrate, 1 DRI, 11 steel billets, 4 copper, 2 cellulose, 2 lead, 1 luggage, 1 coils/debars, 2 WRIC, 1 UAN solution, 1 sodium sulphate/soda ash/bulk NPK, 3 diesel oil, 1 debars), 8 to discharge (2 vegetable oil, 1 bananas, 1 bulk sugar, 4 bulk cement), 1 to discharge/load containers. Oil terminal: 3 tankers berthed, all loading, of which 2 crude oil, 1 diesel oil; 3 tankers in roads, all to load crude oil; 3 tankers due, all to load crude oil.
<b>Turkmenistan</b>		
Aladja	24-Sep-2007	Oil products: 1 vessel berthed, completed loading crude oil.
Turkmenbashi	24-Sep-2007	Oil products: 1 vessel berthed, loading fuel oil; 12 vessels in roads, all to load, of which 7 fuel oil, 1 gasoline, 1 heating oil, 1 unknown cargo, 1 gasoil, 1 jet fuel; 2 vessels due by 24/9, both to load HPGO.
<b>Ukraine</b>		
Ilechevsk	24-Sep-2007	Nine vessels in port operating, of which 4 loading (3 steel products, 1 sulphur), 2 discharging (1 nickel ore, 1 consumer goods), 3 loading/discharging containers; no vessels in roads; 14 vessels due, of which 8 to load (3 steel products, 1 project cargo, 2 pig-iron, 2 sunflower seed oil), 6 to load/discharge containers.

**Port Conditions**

Mariupol	24-Sep-2007	Ten vessels in port operating, all loading, of which 4 steel, 1 coal, 1 sulphur, 3 clay, 1 ammonium nitrate; 10 vessels in roads, all to load, of which 9 steel, 1 equipment; 40 vessels due, of which 39 to load (28 steel, 5 coal, 3 fire-clay, 1 slag, 1 ammonium nitrate, 1 sunflower seeds), 1 to discharge profiles).
Odessa	24-Sep-2007	Twenty vessels in port operating, of which 11 loading (1 LPG, 9 metal, 1 grain), 2 discharging luggage, 3 loading/discharging containers, 4 passenger vessels; 7 vessels in roads, of which 1 to load oil, 2 to discharge (1 oil, 1 general cargo), 4 to load/discharge containers; 67 vessels due, of which 30 to load (21 metal, 1 grain, 1 coal, 4 oil, 3 LPG), 8 to discharge (1 bananas, 2 metal, 1 general cargo, 1 citrus, 1 rice, 1 sugar, 1 luggage), 29 to discharge/load containers.

**United States**

Beaumont	25-Sep-2007	Louis Dreyfus terminal: 4-5 days delay.
Galveston	25-Sep-2007	ADM-Farmland terminal: 2-3 days delay.
Houston	25-Sep-2007	Cargill terminal - berth 1: 2-3 days delay, berth 2: 2-3 days delay; LDC Dreyfus terminal: no delays.
Kalama, WA	25-Sep-2007	Kalama export terminal: 2 day's delay; United Harvest terminal: no delays.
New Orleans	25-Sep-2007	Mississippi River terminal berthing delays: Cenex-Harstates/Myrtle Grove: no delays expected; Cargill-Westwego: 2 days delay expected; ADM/Ama: 4 days delay expected; Bunge/Destrehan: 2 days delay expected; ADM/Destrehan: 2 days delay expected; ADM/Reserve: 2 days delay expected; Cargill/Reserve: 2 days delay expected; ADM/Paulina: no delays expected; Zen-Noh/Convent: 3 days delay expected; Cargill/Baton Rouge: 4 days delay expected; Mississippi River mid-stream buoys - estimated berthing delays based on new vessel presented as load-ready and weather permitting: Mile 121.5 ADM (Gemini) - Destrehan: no delays expected; Mile 158.0 Myrtle Grove midstream terminal: 2 days delay expected; Mile 180.0 Cooper (America) - Darrow: 2 days delay expected.
Portland, OR	25-Sep-2007	Columbia Grain terminal: 2 days delay; CLD Irving terminal: 2 days delay expected; CLD, O Dock terminals: 1 day's delay.
Seattle	25-Sep-2007	Louis Dreyfus (Pier 86) terminal: no delays.
Tacoma	25-Sep-2007	Temco terminal: 1 day's delay.
Vancouver, WA	25-Sep-2007	United Harvest terminal: no delays.

**Published by Lloyd's MIU, Telephone House, 69-77 Paul Street, London, EC2A 4LQ.**

**Lloyd's MIU does not guarantee the accuracy of the information contained in this publication, nor accept responsibility for errors or omissions or their consequences.**

**Copyright © Lloyd's MIU 2007. The data and articles contained in Lloyd's Casualty Week are provided by Lloyd's MIU to you under license. No part of this data or the articles can be reproduced, stored in a retrieval system, or transmitted in any form or by any means electronic, mechanical, photographic, recorded or otherwise without the prior written permission of Lloyd's MIU. Contact enquiries@lloydsniu.com ISSN 0047 4908**

**If subscribers wish to purchase records for networkable or shared use within their company they can contact enquiries@lloydsniu.com or call + 44 (0) 20 7017 4482**

**Lloyd's is the registered trademark of the Society incorporated by the Lloyd's Act 1871 by the name of Lloyd's**

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