

Lloyd's

Lloyd's Casualty Week contains information from worldwide sources of Marine, Non-Marine and Aviation casualties together with other reports relevant to the shipping, transport and insurance communities

CasualtyWeek

November 9 2007

Boxship collides with San Francisco Bay Bridge

By Mike Grinter

A CONTAINERSHIP owned by Synergy Maritime and chartered to South Korea's Hanjin Shipping hit San Francisco's Bay Bridge tower on Wednesday, causing a gash in the bow and fuel leakage.

A large section in the bow of the Cosco Busan was damaged when it hit the bridge.

US Coast Guard spokesperson Anya Hunter said the ship hit the protective shield that covers the concrete base of the second tower, west of Yerba Buena Island at about 0830 hrs.

The Hong Kong-flagged vessel hit the base hard enough for the concrete under the shield to inflict a gash 3 m above the water line and about 50 m long.

Coast Guard officials said fuel leaked from the gash at the port side of the bow for about half an hour before the Cosco Busan's crew managed to close off the damaged tank and transfer fuel to another part of the ship.

The Department of Fish and Game estimates the 140 gallons of fuel that spilled from the ship will take about a month to clean up. By midday, some fuel had already reached Pier One in San Francisco just north of the Ferry Building.

Visibility was limited at the time of the accident because of fog, the Coast Guard said. After the incident, the Cosco Busan sailed to Anchorage 9, just off Candlestick

Point, to await further orders. At the time of going to press the ship remains detained by the authorities.

The vessel arrived on Tuesday at Oakland to take on a load of containers and then headed out for Pusan, South Korea.

There was some initial confusion over the ownership of the vessel, with some reports stating that the vessel was owned by Hanjin.

Hanjin spokesperson Sonya Cho said: "We have chartered the vessel from Synergy Maritime of Greece, which also manages the ship. The incident happened while the pilot was on board guiding the ship out of that harbour. We are not responsible in any way for the accident."

Sea Diamond \$55m hull and machinery claim paid out

Insurers pay \$55m Sea Diamond claim in full

by Nigel Lowry.

NICOSIA-based cruise and hotels group Louis has confirmed that insurers have paid out \$55m for the loss of its cruiseship Sea Diamond, which sank off Santorini island last April.

In a brief announcement to the Cyprus Stock Exchange, Louis confirmed that the amount has been handed over to the bank that financed the acquisition and refurbishment.

Sea Diamond was the former Birka Princess, which was bought by Louis for \$35m in early 2006 and then put through a \$10m upgrade before starting service for its new owners.

A Louis executive told Lloyd's List the hull and machinery claim for the vessel was "paid in full" and that the policy had been placed in the London market.

The vessel was entered with the West of England club for P&I coverage.

It is understood that the mortgage bank to which the insurance proceeds were assigned is German-based transport bank DVB.

The executive said that part of the reason for announcing payment of the claim had been to counter "various scenarios and rumours", mainly circulating in Greece, that the company had directly profited from the sinking.

"In fact we have lost money in the course of this year because of the many invisible costs that are incurred when something like this happens," he said. "There has been disruption — it has led to increased costs that will not be covered out of insurance."

The source was unable to quantify the overall financial impact of the accident, in which two passengers were reported lost, although bodies have not so far been recovered.

However, losses were in the course of being assessed, he said.

Louis claimed last week that incorrect official charts were the primary cause of the accident on April 5, when the Sea Diamond hit a reef, causing the ship to sink in the early hours of the next morning.

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

Vessel	Type	Flag	Class	GT	DWT	Bit	Casualty
ASL PRONTO	tug	SGP	—	138	119	1996	Sank in about lat 16 44.6N, long 82 21.5E, Oct 25.
BRAVE ROYAL	bulker	BGD	NK	20,277	34,607	1984	In contact with <i>Maritime Songkhla</i> while arriving Chittagong outer anchorage Oct 24. Both vessels sustained damage and a coaster vessel was also damaged. Discharging cargo Oct 29, ETC Nov 1.
CROWN OPAL	reefer	PAN	NK	10,519	10,316	1997	In contact with <i>Nena M.</i> while alongside at Guayaquil Oct 28. Vessel sustained serious hull damage and also damaged the jetty. Part of the jetty collapsed and two vehicles were lost. Moved to another pier for provisional repairs.
FENG SHUN	general cargo	PAN	—	1,258	1,630	1985	While manoeuvring to berth at the Taki Chemical Co Ltd, Higashi-Harima, in contact with <i>Beppu Suisan Maru No.3</i> in lat 34 43.23N, long 134 50.83E, Oct 26. No water ingress or spill. Arrived Chiba Oct 29.
JUNG SAN	bulk cement	PRK	—	2,544	4,088	1961	Capsized in strong winds in Yellow Sea, between Yantai and Weihai, Oct 28. Twenty-one of the 23 crew rescued.
KIZLYARSKIY	reefer	RUS	RS	2,399	911	1987	Grounded in the vicinity of Buoy No.153, Volgo-Caspian Canal Oct 31. Tug arranged to salvage the vessel.
MARITIME SONGKHLA	bulker	SGP	NK	14,307	23,936	1979	In contact with <i>Brave Royal</i> while arriving Chittagong outer anchorage Oct 24. Both vessels sustained damage and a coaster vessel was also damaged. Berthed at Chittagong Oct 26. Cargo discharge completed Oct 29. Arrested. Sailed Oct 31.
MERIT	bulker/ container	BHS	NV	30,987	44,926	1977	Broke free from its moorings at San Pedro de Macoris Oct 28. Vessel was damaged
NENA M.	bulker	LBR	GL	25,503	43,176	1995	Lost steerage and made contact with <i>Crown Opal</i> at Guayaquil Oct 28.
OMER N.	general cargo	SVK	—	1,446	2,175	1984	Capsized off Fehmarn, 15 nautical miles W of Gedser, Oct 28. Three of the 11 crew rescued. The salvage of the wreck is to be undertaken by sheerlegs. Salvage estimated to take until December.
SCF TOMSK	lpg	LBR	LR	23,500	26,500	2007	Broke from its moorings at San Pedro de Macoris and grounded Oct 29. Main generators silted up and it is running on emergency power. Three ballast tanks damaged. Refloating operations continuing Oct 31. Tugs proceeding.
SHENHAI 1	general cargo	CHN	—	2,900	—	—	Sank on a voyage from Yingkou for Shanghai Oct 28. Understand it sank as a result of cargo displacement in a storm. All 16 crew members likely to have died.
SPOTLESS	product tanker	LBR	LR	28,223	47,083	1991	Broke free from its moorings at San Pedro de Macoris Oct 28. Vessel was damaged.
SUAM	general cargo	KOR	KR	1,204	2,413	1994	Ran aground off Izu Peninsula Oct 30. All crew members rescued.
TOMIKA	general	KOR	KR	1,945	3,313	1987	Sustained engine trouble in lat 34 24.8N, long 133 57.9E, Oct 31.

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The following reports are reprinted from Lloyd's List



A.P.LIGHT (Cambodia)

Koper, Oct 26 — General cargo *A.P.Light* is still lying at Izola Shipyard repair berth. — Lloyd's Agents.

ABITIBI (Canada)

London, Oct 29 — A press report, dated Oct 28, states: Nearly 400 passengers on board passenger (cruise) *Abitibi* (508 gt, built 1938) spent three hours waiting to be rescued late last night, after the vessel ran aground less than 100 metres from its dock. The vessel was floating along False Creek and had neared the end of its journey at about 0200 this morning. "It was like 10 minutes away from the cruise being done and that's when we ran up on some sandbar," said passenger Sean Forsberg. The coast guard and Vancouver Police Marine Squad arrived at the scene, but apparently could not help any of the stranded passengers off the vessel. "They couldn't move us," said passenger Monay Teymory. "We were so close. There was a coast guard ship going around us, trying to do something about it, but it took them three hours to figure out that they should bring another boat." Passengers were eventually off-loaded onto another vessel owned by the same company, which took several trips back to the dock in an operation that lasted until 0500 hrs. The general manager for the company said the vessel's master was an experienced mariner who has safely arrived at the dock several hundred times without incident. The vessel's owners also blamed a low tide. The rising tide eventually lifted the vessel free and the owners said there was no damage to the hull or engines. Officials said a report would be filed with Transport Canada.

Vancouver, Oct 29 — Passenger (cruise) *Abitibi* grounded for several hours in the early hours of Saturday (Oct 27) morning. This was a party/dinner cruise ship with approximately 320 persons on board. The vessel was aground for a short while within the Vancouver harbour area and then refloated with assistance of tugs. No reported damages to vessel or any injuries to persons on board. — Lloyd's Agents.

AIAS (Greece)

London, Oct 28 — Following received from Piraeus RCC, timed 1316, UTC: Passenger ro/ro *Aias* (903 gt, built 1976) experienced a mechanical failure and struck the dock at Agistri Island at 1230, local time, today while approaching the berth. No pollution reported.

AL-SHOROUK (Jordan)

Amman, Oct 29 — Landing craft *Al-Shorouk* remains aground at Aqaba at present and no decision has yet been

taken regarding vessel's future. — Lloyd's Agents.

ALANDSFARJAN (Sweden)

London, Oct 27 — Passenger ro/ro *Alandsfarjan* arrived Tallinn Oct 25.

Helsinki, Oct 31 — Passenger ro/ro *Alandsfarjan* was dry-docked at Tallinn Shipyard on Oct 26. During subsequent damage inspection the starboard side bilge and bottom plating between frames 51 to 107 was noted set in. Steel plating in way will be cropped and renewed. The repairs are expected to take 25 days. — Lloyd's Agents.

ALMARJAN (Comoros Islands)

See "Somalia" under "Piracy."

ARIANTA (Isle of Man)

London, Oct 30 — Following received from Den Helder RCC, timed 0914, UTC: Combined chemical and oil tank *Arianta* (7456 gt, built 2004) reported engine trouble in lat 54 30N, long 04 30E, on Oct 28. The vessel proceeded to Scheveningen at half-speed, escorted by Coast Guard tug *Waker*, which was on commercial contract. The vessel anchored in lat 52 12.6N, long 04 13.8E, on Oct 30, and *Waker* was released.

London, Oct 31 — Following received from Den Helder RCC, timed 1009, UTC: Combined chemical and oil tank *Arianta* is now alongside at Rotterdam.

ASL PRONTO (Singapore)

London, Oct 25 — Following notice to mariners issued at 1003, UTC, today: Tug *ASL Pronto*, 9V5352, (138 gt, built 1996) sank in approximately lat 16 44.6N, long 82 21.5E. All vessels operating in vicinity to keep sharp lookout and render assistance.

AURA (Netherlands)

Hamburg, Oct 29 — A collision took place at Oldenbuttel, in the Kiel Canal, yesterday, between fully cellular containership *Aura* (7519 gt, built 2003) and product tanker *Deira* (6601 gt, built 2006). *Aura*, without damage, was able to proceed as intended to the port of Hamburg. *Deira* proceeded to the port of Brunsbuttel, where she will undergo repairs. — Lloyd's Agents.

Kiel, Oct 30 — Product tanker *Deira* remains berthed at the Total pier in Brunsbuttel. The vessel is dented on the port side and sustained a leak in ballast water tank No.2. The crew had been able to righten the ship by pumping, after the tank had been torn open by fully cellular containership *Aura* in the passing point Oldenbuttel, west of Rendsburg on Oct 28. *Aura* had entered the passing point with too much speed and came too close to the northern embankment. While trying to get free from the embankment the ship got onto the wrong canal side where the *Deira* was waiting for *Aura* to pass. *Aura* was allowed to proceed to Hamburg after the master paid a safety fine to the police which boarded the ship in Brunsbuttel. They have started investigations against him. — Correspondent.

Kiel, Oct 31 — Product tanker *Deira* is still berthed in the communal harbour of Brunsbüttel, in Ostermoor. Fully cellular containership *Aura* was allowed to proceed to Hamburg, in spite of damages to the port side bow, to be inspected there. — Correspondent.

AYFER KA (Turkey)

Karachi, Oct 30 — Combined chemical and oil tank *Ayfer KA* shifted from Fifth mooring to Karachi Shipyard Dock yesterday for repairing. — Lloyd's Agents.

BALSA 55 (Panama)

London, Oct 30 — General cargo *Balsa 55* (4358 gt, built 1996), upbound, sustained engine problems in lat 49 19.33N, long 63 47.03W at 0115, EDST, Oct 30. As a result the vessel is adrift nine nautical miles south west of Pointe Sud-Ouest, Anticosti Island. (Note — *Balsa 55* had an ETA at Montreal of Nov 1.)

London, Oct 30 — Following received from Halifax RCC, timed 1855, UTC: Tug *Pointe Sept-Iles* is due on scene of general cargo *Balsa 55* at 1900, UTC. Vessel will be towed to a port, which unknown at present. Weather on scene is good with a 15 knot south-westerly wind.

London, Oct 31 — Following received from Halifax RCC, timed 0025, UTC: Tug *Pointe Sept-Iles* is due on scene of general cargo *Balsa 55* in approximately three hours.

London, Oct 31 — Following received from Halifax RCC, timed 1935, UTC: Tug *Pointe Sept-Iles* arrived on scene of general cargo *Balsa 55* early this morning and was to hook up tow at first light. *Balsa 55* was later reported making five knots, presumably in tow, upbound in the St. Lawrence River.

BALTIYSKIY 109 (Russia)

London, Oct 31 — General cargo *Baltiyskiy 109* arrived Kaliningrad Oct 20.

BANGLAR JYOTI (Bangladesh)

Chittagong, Oct 28 — Understand from the owners of crude oil tanker *Banglar Jyoti* that the vessel did not sustain any damage from the fire. The vessel is presently lying at RM-9, undergoing repairs, which are expected to be completed on Oct 29. — Lloyd's Agents.

BARGARA (Malta)

Buenos Aires, Oct 26 — At approximately 2359, local time, Oct 25, bulk carrier *Bargara* was refloated with the assistance of tugs *Domingo B.*, *Luciano B.* and *Soledad Rua*. She is expected to anchor at La Plata roads at approximately 1600, local time, today, in order to carry out pertinent after-grounding inspections, to resume her voyage to the port of Campana. — Lloyd's Agents.

BEETHOVEN

See *Maersk Sana*.

BEPPU SUISAN MARU NO.3 (Japan)

See *Feng Shun*.

BERMUDA I (Cambodia)

See "Romania" under "Port State Control."

BORELLY (U.K.)

Maassluis, Nov 1 — General cargo *Borelly* is still at Ridderkerk and there is still no progress in her situation. She is still detained with no prospects of departure. — Lloyd's Sub-agents.

BOUNTIFUL II (U.S.A.)

London, Oct 31 — The crew of a Coast Guard cutter towed 94-foot fishing (general) *Bountiful II* (166 gt, built 1981), with seven people on board, 70 miles east of Atlantic City, N.J., yesterday. The Coast Guard received a call at 1946, Monday (Oct 29) from a crew member on board the vessel who reported engine problems. The crew of the Coast Guard Cutter *Finback* arrived on scene at 0721, yesterday and took the vessel in tow. The Coast Guard cutter crew handed off the tow of *Bountiful II* to a commercial towing company near Cape May Harbor at about 2300 hrs. The commercial towing company towed the vessel into Cape May Harbor.

BRAVE ROYAL (Bangladesh)

See *Maritime Songkhla*.

BRIGHT RUBY (South Korea)

Montevideo, Oct 26 — Bulk carrier *Bright Ruby* is waiting off Montevideo, after being towed by tug *Anglian Warrior* from position lat 35 04S, long 54 16W, which is south La Paloma, to service zone outside of Montevideo. Ship agents report she has undertaken repairs to the engine afloat, at the service zone, and that she will be sailing today to Cape Town. — Lloyd's Agents.

London, Oct 27 — According to Lloyd's MIU AIS, bulk carrier *Bright Ruby* in lat 35 01 57.25S, long 55 57 59.26W, Montevideo 19.7 nautical miles, speed 8.8 knots at 1059, Oct 27.

Montevideo, Oct 30 — Bulk carrier *Bright Ruby* sailed Oct 26 to Cape Town. — Lloyd's Agents.

CAPITAL QUEEN (Cyprus)

Singapore, Oct 30 — General cargo *Capital Queen* is still at Singapore. — Lloyd's Agents.

CAPRICORN (Netherlands)

Messina, Oct 29 — General cargo *Capricorn* (4871 gt, built 2000) has been reported drifting about six nautical miles off the coast of Calabria this morning, allegedly with main engine problems. — Lloyd's Agents.

London, Oct 30 — According to Lloyd's MIU AIS, general cargo *Capricorn* stationary in lat 38 14 52.8N, long 15 35 43.2E, since 0847, Oct 29.

Savona, Oct 29 — Understand that repairs to general cargo *Capricorn* were completed at 1600, local time, Oct 26 and the vessel sailed at 2315, local time, same day, for Taranto. — Lloyd's Sub-agents.

CAPTAIN SPYROS (St. Vincent & Grenadines)

London, Oct 26 — Following received from Piraeus RCC, timed 1120, UTC:

General cargo *Captain Spyros* was refloated with tug assistance at 2130, local time, Oct 25 and is now anchored in Nauplia port.

CEC CASTLE (Isle of Man)

London, Oct 30 — General cargo *CEC Castle* arrived Houston Oct 25.

CLAUDIA (Netherlands)

London, Oct 30 — General cargo *Claudia* arrived Gdynia Oct 28.

CONSTANCE N. (Liberia)

Hamburg, Nov 1 — Bulk carrier *Constance N.* is still under repair at Hamburg. Repairs are expected to be completed in calendar week 51. — Lloyd's Agents.

COS INTREPID (Hong Kong)

Kiel, Oct 29 — In the morning of Oct 26 tug *Fairplay 28* berthed bulk carrier *COS Intrepid* (39795 gt, built 2001) at the Brown ridge south buoy on the Maas river, after the vessel sustained machine damage while carrying a cargo and having a depth of 14 metres. Tug *Union Diamond* then escorted the ships to Le Havre where they arrived at 1900 hrs, Oct 27. — Correspondent. (Note — According to LMIU AIS at 0836, hrs, Oct 29, *COS Intrepid* was in lat 49 27 54.22N, long 00 15 46.61E. Speed one knot. Course 268.5.)

CROWN OF SCANDINAVIA (Denmark (Int. Register))

Kiel, Oct 26 — Passenger ro/ro *Crown of Scandinavia* (35498 gt, built 1994) sustained a machine blackout in the Drobak Sound, 900 metres off the harbour, at 0800, local time, Oct 25. The vessel came off course and was in danger of running aground. It stopped about 10-15 metres away from the shore. The master regained control over the ship when another machine was started and *Crown of Scandinavia* was able to resume its voyage to Oslo. — Correspondent.

CROWN OPAL (Panama)

London, Oct 29 — Reefer *Crown Opal* (10519 gt, built 1997), while alongside and loading bananas at Bananapuerto, berth no.2 Guayaquil, was struck by bulk carrier *Nena M.* (25503 gt, built 1995) while she was transiting from Trinipuerto to the Guayas River under local pilotage at 1324 hrs Oct 28. The impact of *Nena M.* striking the *Crown Opal* has resulted in serious damages to the jetty as well as the hull of *Crown Opal*. Two vehicles on the jetty were lost when the part of the jetty collapsed into the river. Three persons on the jetty suffered minor personal injuries. There was minor pollution from the fuel in the vehicles which was quickly contained by booms. The Port Captain, Guayaquil is investigating the reasons why *Nena M.* lost steerage and veered out of control striking the *Crown Opal*. *Crown Opal* is managed by Wallem Shipmanagement Ltd., Hong Kong. (Note — *Crown Opal* sailed Valencia Oct 16 for San Juan and according to Lloyd's MIU AIS both vessels were in port at Guayaquil at 1759, UTC, today.)

Guayaquil, Oct 30 — As bulk carrier *Nena M.* was departing Guayaquil, the vessel came into contact with reefer *Crown Opal*, which was moored, at about 1300, Oct 29. The incident resulted in the collapse of the pier. *Crown Opal* has been moved to another pier for provisional repairs. — Lloyd's Agents.

DAI HONG DAN (North Korea)

See "Somalia" under "Piracy."

DALYAN (Cambodia)

Istanbul, Oct 28 — General cargo *Dalyan* (2478 gt, built 1972), bound Novorossiysk, grounded outside of Mehmetcik Lighthouse (lat 39 54N, long 26 08E) at 1910, local time, Oct 28. — TurkishStraits.Com.

Istanbul, Oct 31 — General cargo *Dalyan* was refloated at 1020 hrs, Oct 31. — TurkishStraits.com.

DAWN ROSS (Republic of Ireland)

London, Oct 31 — A press report, dated today, states: The Sligo Coastguard helicopter was called to the aid of fishing (general) *Dawn Ross* (326 gt, built 2000) which was sinking off the Galway coast this morning. The Malin Head rescue centre received a May day call from *Dawn Ross* at 0845 this morning from its location 58 miles west of Achill Head. There were four people on board the vessel, which was taking in water. A may-day call was issued to other nearby vessels and the Sligo coastguard helicopter was tasked to the scene. The helicopter arrived at the scene after 1030 and landed a winch-man and salvage pump. Once the vessel was declared safe, research *Celtic Explorer* towed *Dawn Ross* to the nearest port.

DEIRA (Liberia)

See *Aura*.

DIAMOND SEAS (Liberia)

Buenos Aires, Oct 29 — According to our sources bulk carrier *Diamond Seas* (38846 gt, built 2001) went aground at km 231 of the Parana River at 0607, local time, Oct 29. Vessel loaded 42,350 tonnes of soya beans at General Lagos in Rosario area and sailed on 10.44 mts/fw draught. As per Coast Guard information vessel is not obstructing navigation. — Lloyd's Agents. (Note — *Diamond Seas* arrived San Nicolas(ARG) Oct 20 and ETA at Bahia Blanca was Oct 30.)

DUBAI GUARDIAN (Panama)

Piraeus, Oct 29 — Bulk carrier *Dubai Guardian* sailed from Thessaloniki on Oct 23 bound for Turkey. No repairs were effected at the port. — Lloyd's Agents.

ENDEAVOUR (Liberia)

Santo Domingo, Oct 31 — Fully cellular containership *Endeavour* is still under repair, with repairs expected complete by December. — Lloyd's Agents.

ENERGY (Panama)

Kochi, Oct 29 — Anchor handling tug/supply *Energy* sailed New Mangalore Oct 26 for Singapore. — Lloyd's Agents.

Kochi, Oct 30 — Anchor handling tug/supply *Energy* was renamed *Glenn Freedom* prior to sailing from New Mangalore. — Lloyd's Agents.

ESPIRITO SANTO (Brazil)

London, Oct 26 — Following received from Japan Coast Guard, timed 2140, UTC: Bulk carrier *Espirito Santo* left Nago Wan, under tow of a tug, at 0900, UTC, Oct 25, bound for Yokkaichi, where due at 1851, UTC, Oct 29. Speed about seven knots. At 0935, Oct 26, vessels in lat 34 07N, long 135 03E.

Yokohama, Nov 1 — Bulk carrier *Espirito Santo* towed by salvage tugs from Nago Bay at 1800, Oct 25, and arrived Yokkaichi port at 0400, Oct 30. She is going to sail to Kinuura and Osaka port for loading/unloading, and then sail to China, in tow of salvage tugs for necessary repairs. — Lloyd's Agents.

EXXON VALDEZ (U.S.A.)

London, Oct 29 — A press report, dated today, states: The high court stepped into the long-running battle over the damages that Exxon Mobil owes from the tanker *Exxon Valdez* accident in Prince William Sound. It is a case filled with superlatives. The award, even after it was cut in half by a federal appeals court in December, would be the largest punitive damages judgment ever. A jury in Alaska awarded \$5 billion in damages in 1994, and the company has been appealing the verdict ever since. Irving, Texas-based Exxon Mobil is the world's largest publicly traded oil company and last year posted the largest annual profit by a US company, \$39.5 billion. That result topped the previous record, also by Exxon Mobil, of \$36.13 billion set in 2005. Arguing against Supreme Court review, lawyers for the plaintiffs, some of whom are deceased, said the damages award is "barely more than three weeks of Exxon's net profits." The plaintiffs still living include about 33,000 commercial fishermen, cannery workers, landowners, Native Alaskans, local governments and businesses. They urged the court to turn down the company's appeal, saying, "After more than 18 years, it is time for this protracted litigation to end." But the justices said they would consider whether the company should have to pay damages at all under the Clean Water Act and centuries-old laws governing shipping. The court has frequently sided with business interests in punitive damages and other cases of corporate liability. Exxon said that even if the court finds some money is due, it should rule that the \$2.5 billion award violates the Constitution because it is too large. The justices said they would not consider that argument when they hear the case early next year. Justice Samuel Alito, who owns between \$100,000 and \$250,000 in Exxon stock, did not take part in the decision to accept the appeal. The court's last ruling on punitive damages, in February, set aside a nearly \$80 million judgment against Altria Group Inc.'s Philip Morris USA. The money was awarded

to the widow of a smoker in Oregon. Exxon said it already has paid \$3.4 billion in clean-up costs and other penalties resulting from the oil spill. "This case has never been about compensating people for actual damages," company spokesman Tony Cudmore said in a statement. "Rather it is about whether further punishment is warranted. We do not believe any punitive damages are warranted in this case." The company marshaled more than a dozen organizations, ranging from groups of shippers to the US Chamber of Commerce, to support its bid for Supreme Court review. The company argued it should not be held responsible for the mistakes of the vessel's master, Joseph Hazelwood, who violated clear company rules when the *Exxon Valdez* ran aground with 53 million gallons of crude oil in its hold on March 23, 1989. The plaintiffs said Exxon knew Hazelwood had sought treatment for drinking but had begun drinking again. "Exxon placed a relapsed alcoholic, who it knew was drinking aboard its ships, in command of an enormous vessel carrying toxic cargo across treacherous and resource-rich waters," they said. The San Francisco-based 9th US Circuit Court of Appeals reduced the punitive damages because, in part, the company tried to clean up the spill and didn't spill oil from the tanker *Exxon Valdez* deliberately.

FENG SHUN (Panama)

Yokohama, Oct 30 — While general cargo *Feng Shun* (1258 gt, built 1985) was manoeuvring to berth at the Taki Chemical Co Ltd berth at Higashi-Harima, the vessel came into contact with the stern of fishing (general) *Beppu Suisan Maru No.3* (4 gt) in lat 34 43.23N, long 134 50.83E, at 1215, Oct 26. No water ingress or oil spill was reported, and there were no injuries. — Lloyd's Agents.

London, Oct 31 — General cargo *Feng Shun* arrived Chiba Oct 29.

FPSO MYSTRAS (Madeira)

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

FREE JUPITER (Marshall Islands)

Manila, Oct 30 — Bulk carrier *Free Jupiter* failed to leave the Philippines on Oct 28 as originally planned. The vessel is still anchored off Surigao del Norte province, in southern Philippines because of unresolved issues with its salvor - Smit Singapore Pte Ltd. — Correspondent.

GAIA (Panama)

London, Oct 27 — Bulk carrier *Gaia* arrived Rotterdam Oct 25.

GALILEUSZ (Cyprus)

Kiel, Oct 27 — Passenger ro/ro *Galileusz* (15848 gt, built 1992) and passenger ro/ro *Nils Dacke* (26790 gt, built 1995) were in collision at Trelleborg during the afternoon of Oct 26. *Nils Dacke* sustained minor hull damage and was able to depart for Travemuende as scheduled. The master of *Galileusz* was taken into police

custody, as he was suspected of being drunk. His blood tested as "positive". *Galileusz* remained at Trelleborg, and is expected to sail for Swinoujscie after completion of inspections. — Correspondent.

Kiel, Oct 28 — Passenger ro/ro *Galileusz* sustained damage to the port side, above the waterline, over a length of 25 metres due to the collision with passenger ro/ro *Nils Dacke*. The vessel has been towed away for repairs. — Correspondent.

Malmö, Oct 29 — Passenger ro/ro *Galileusz* was in contact with passenger ro/ro *Nils Dacke* when manoeuvring in Trelleborg harbour at 1608, local time, Oct 26. *Galileusz* was manoeuvring in the harbour for berthing when she came in contact with *Nils Dacke* which was fast in her berth. At the contact *Galileusz* sustained serious damage to her port side. A big hole about 40 m by 0.5 m just over the fender list and a great amount of frames indented. Bulb indented on starboard side. The police came on board later the same day and an alcotest was taken on the master which indicated alcohol. The master was arrested the next day. Germanische Lloyd and Swedish Maritime came on board and after some welding work *Galileusz* was permitted to leave Trelleborg for Szczecin, Poland, with weather restrictions. *Galileusz* left Trelleborg at 0230, local time, Oct 28, with a new master and arrived safely in Szczecin at 1500, local time, same day. The master was released from the Police Station later on Oct 27. *Nils Dacke* sustained damage to her starboard aft corner on the poop-deck, where the bulwark and bulwarklist was indented about 1m x 1m. Deck plating bent upwards about 0.4 by 0.4 by 0.05 m. Small indents on the aft corner all the way down to the fender list and also one small indent under the fenderlist. The vessel is to be repaired within three months. — Lloyd's Agents.

London, Oct 30 — Passenger ro/ro *Galileusz* arrived Szczecin Oct 28.

GOLDEN NORI (Panama)

See "Somalia" under "Piracy."

HAN SE (South Korea)

London, Oct 30 — Fully cellular containership *Han Se* arrived Oita Oct 27 and sailed the same day.

London, Oct 30 — General cargo *Woo Jin* arrived Higashi-Harima Oct 24 and sailed Oct 26.

HELENE (Netherlands)

London, Oct 28 — General cargo *Helene* sailed Kalmar Oct 27.

JAY BELINDA (New Zealand)

London, Oct 30 — A press report, dated today, states: Work to remove a fishing trawler which ran aground off Niue, six months ago is expected to begin shortly. The Niue Government has directed the Reef Fishing Company to have fishing (general) *Jay Belinda* removed from Liha Point because it is an environmental threat. When the boat ran aground on the reef in March around a thousand litres of fuel and

other contaminants were removed. The manager of Reef Fishing, Kim Gordon, says the underwriters, Shipowners Mutual, have now signed a contractor to remove the vessel. They are likely to patch the hull then tow the boat out to sea and sink it. Kim Gordon says she is not sure how long the salvage will take because the vessel is difficult to reach.

JENTRADER (Panama)

London, Oct 26 — General cargo *Jentrader* arrived at Tortola on Oct 20 and sailed on Oct 24.

JOKER (Antigua & Barbuda)

London, Oct 29 — According to Lloyd's MIU AIS, general cargo *Joker* sailed Gdynia 0856, Oct 27, bound Kaliningrad.

JUNG SAN (North Korea)

London, Oct 28 — A press report, dated today, states: Twenty-two people are missing after a cargo ship registered in the Democratic People's Republic of Korea (DPRK) capsized in the sea near east China's Shandong Province this afternoon. The accident occurred around 1600 hrs in the Yellow Sea area between Yantai and Weihai of Shandong, four nautical miles from the shore, said an official with the provincial maritime bureau. The official said strong winds were sweeping the area when the accident happened and witnesses reported to the government immediately. Local fishermen and police officers were organized for rescue, the official said. Three of the 25 crew members have been saved. Rescue work is going on.

London, Oct 28 — Following received from Beijing MRCC, timed 1715, UTC: Capsized vessel is bulk cement carrier *Jung San* (2544 gt, built 1961).

London, Oct 30 — A press report, dated Oct 29, states: Two crew members from bulk cement carrier *Jung San* that sank off China's eastern coast were missing, after 21 others were rescued, state media reported. The ship capsized yesterday off the coast of Shandong province amid strong winds with 23 crew members aboard, the Xinhua news agency reported. Xinhua had earlier reported that 25 were on board the vessel. The new report did not explain the discrepancy or give the nationalities of the crew. The accident occurred in the Yellow Sea four nautical miles from shore. Chinese military ships have spearheaded the rescue effort, which has been aided by help from dozens of civilian vessels, including fishing boats, Xinhua reported. Rescue operations were continuing, it said.

KALLIOPE (Malta)

Falmouth, Oct 29 — Bulk carrier *Kalliope* (5624 gt, built 1993), with scrap, arrived at Falmouth at 0035 hrs, Oct 29, with turbo blower problems and anchored in Falmouth Bay to effect repairs. — Lloyd's Agents.

London, Oct 30 — According to Lloyd's MIU AIS, bulk carrier *Kalliope* still stationary in Falmouth at 0111, Oct 30.

Falmouth, Nov 1 — Bulk carrier *Kalliope* completed repairs and sailed

from Falmouth at 2020 hrs, Oct 31, bound for Jorf Lasfar. — Lloyd's Agents.

KATHY L (Canada)

London, Oct 27 — A press report, dated Oct 26, states: The federal and provincial governments are sending an unmanned mini-submarine to the bottom of Robson Bight Ecological Reserve in search of a tanker truck and other vehicles that fell into the waters of the reserve two months ago. The tanker truck was hauling 10,000 litres of diesel fuel when it slipped from the deck of a listing barge (tow of tug *Kathy L*) on Aug 20, along with an ambulance, a pickup truck, an excavator and two log loaders. The vehicles lie at a depth of 350 metres. And while the Coast Guard has previously said the pressure at that depth would have already made the vehicles implode and lose the fuel in their tanks, environmentalists have called for a scanning of the seabed to see if any of the pollutants can be recovered and removed before getting into the ecosystem. B.C. Environment Minister Barry Penner said a meeting he held with federal Fisheries and Oceans Minister Loyola Hearn in Vancouver two weeks ago led to the pending joint operation between the province and the Coast Guard. Mr. Penner said the remotely operated vessel would be sent down "as soon as possible" to survey the wreckage. Mr. Penner said that while the federal and provincial governments would initially pay the costs of the remote-operated vehicle, he expected to try to recover the full amount from the responsible party, Ted LeRoy Trucking Ltd. of Chemainus, which owned the barge. A manned mini-sub hired by Greenpeace, the Living Oceans Society, OrcaLab and two whale-watching companies had been due to scan the ocean bottom next week after \$40,000 was raised from donors around the world; they have now put their investigation on hold.

KHANH HOI 7 (Vietnam)

Hanoi, Oct 31 — General cargo *Khanh Hoi 7* sank at 2300 hrs, Jun 28, while loading 800 cbm of logs and 15 tonnes of diesel oil, due to an imbalance of the cargo in the hold. The vessel was lifted out of the water on Aug 11. No information regarding repairs. — Lloyd's Agents.

KIEL (Germany)

Hamburg, Oct 23 — Support *Kiel* has been repaired and is presently stationed at Kiel. — Lloyd's Agents.

KIZLYARSKIY (Russia)

Portsmouth, UK, Nov 1 — Reefer *Kizlyarskiy* (2399 gt, built 1987), carrying 483 tons of fish products, grounded in the Volgo-Caspian canal, in the vicinity of Buoy No 153, at 2005, Oct 31. Navigation in the channel has not been disrupted. A tug is being arranged to remove the vessel from the sandbar. — Correspondent.

KOCATEPE S. (Turkey)

Istanbul, Oct 28 — General cargo *Kocatepe S.* (2549 gt, built 1990)

grounded outside Mehmetcik Lighthouse at 0330, local time, today. — Turkish Straits.Com. (Note — *Kocatepe S.*, Novorossiysk for Nemrut Bay, passed Dardanelles west 0040, Oct 28.)

London, Oct 28 — Following received from Ankara MSRCC, timed 0748, UTC: General cargo *Kocatepe S.* is still aground, and refloating efforts are presently under way.

London, Oct 29 — Following received from Ankara MSRCC, timed 1034, UTC: General cargo *Kocatepe S.* is still aground. An inspection is presently under way.

London, Oct 31 — Following received from Ankara MSRCC, timed 1042, UTC: General cargo *Kocatepe S.* is still aground. Salvage operations are still under way with Coastal Safety Service tugs on scene.

London, Nov 1 — Following received from Ankara MSRCC, timed 1239, UTC: General cargo *Kocatepe S.* is still aground. Part of the vessel's cargo will be discharged prior to refloating attempts.

KOSMAS (Panama)

London, Oct 30 — General cargo *Kosmas* arrived Larnaca Oct 29.

KUISEB (Bahamas)

London, Oct 26 — A press report, dated today, states: The Unicorn Shipping bulk carrier *Kuiseb* (18964 gt, built 1983) went aground on one of Beira's notorious sandbanks yesterday morning (Thursday) after dragging on her anchor. The ship recently completed dry docking in China and carried a cargo of fertiliser back to Africa, making scheduled calls first at Durban to discharge some heavy equipment and then to Maputo to discharge the fertiliser before heading for Beira to unload the balance. With the advent of high tide later in the day the vessel was able to float off by herself and has since moved to the outer anchorage to await arrival of divers from South Africa later this morning, who will make an underwater inspection of the vessel. There is no apparent indication of damage or water ingress at this stage. Once the remaining fertiliser in the vessel's holds has been discharged at Beira, *Kuiseb* will return to her normal duties on the "salt run" delivering salt from Walvis Bay to Richards Bay and frequently carrying a cargo of sugar on her return to Namibia.

Beira, Oct 29 — Bulk carrier *Kuiseb* dragged its anchor during the night of Oct 24-25 and grounded at Beira inner anchorage. The vessel refloated on the next high tide and grounded again on the following low tide. — Lloyd's Agents.

LINNAU (Antigua & Barbuda)

Bremen, Oct 29 — General cargo with container capacity *Linnau* (2461 gt, built 2006), lying at anchor at Blexen roads, moved and collided with a local buoy at about 2200 hrs, Oct 28. The buoy will be investigated today for any damages. — Lloyd's Agents.

London, Oct 31 — General cargo with container capacity *Linnau* arrived Nordenham Oct 29.

LONGSANDS

London, Oct 26 — Following received from Coastguard Portland MRSC, timed 1130, UTC: Barge *Longsands* is still aground. Tug *Luvly Jubly* is expected to return from Plymouth today.

London, Oct 27 — A press report, dated Oct 26, states: There is no risk of pollution from barge *Longsands* that ran aground in Weymouth Bay, the borough council said today. Heavy machinery and oil barrels fell from the *Longsands* into the sea and council chiefs have held meetings with Natural England about the risk of environmental damage. But Weymouth and Portland Borough Council tourism spokesman Coun Kate Wheller said the organisation is perfectly happy there is no danger. A crane still attached to the barge has fallen into the water and a small amount of oil has been released into the sea. "Reports suggest it's fuel from the digger. It's very light, it's breaking up and there's no risk of damage. At the moment the barge is stable but we've got a CCTV camera on it. If there's any movement the correct authorities will be notified." Debris including railway sleepers and barrels from the barge have been removed. Weymouth Harbour-master David Stabler has asked the owners of *Longsands* to put a navigational light on the barge for safety reasons. The barge owner has requested divers to assess the vessel as soon as weather conditions allow, but it could be days before it is removed.

London, Oct 31 — Following received from Coastguard Portland MRSC, timed 1042, UTC: Barge *Longsands* is still aground. A salvage plan has been drawn up and refloating efforts are expected to commence Nov 5.

London, Nov 1 — A press report, dated Oct 31, states: An investigation into the grounding of barge *Longsands* in Weymouth Bay may be upgraded next week, a spokesman for the Marine Accident Investigation Branch said. A local dive company assessed *Longsands* and confirmed it is resting on the seabed on a 10-metre-long leg, a spokesman for Weymouth and Portland Borough Council confirmed. A large caterpillar crane is still attached to the barge and a digger is still on its deck, the spokesman added. Council staff patrolled the beach over the weekend with no further reported sightings of debris coming ashore. The council spokesman said the barge appears to be stable despite starting to list more. MAIB spokesman David Stewart said: "A preliminary investigation is being conducted, which may be upgraded to a full investigation in the next week or so."

MAERSK NAPLES (Liberia)

Portsmouth, UK, Oct 26 — Fully cellular containership *Maersk Naples* (27059 gt, built 2004) has sailed from Durban after undergoing repairs incurred earlier last week when a

number of containers on board the vessel collapsed. The vessel was first noticed in this condition while at the outer anchorage. The incident resulted in the ship being brought into harbour and taken to the repair wharf at Bayhead. An eyewitness described the scene on the ship while at the outer anchorage as having several stacks of containers toppled over with at least one box appearing to be hanging over the starboard side. — Correspondent. (Note — *Maersk Naples* arrived Durban Oct 14 and sailed Oct 21.)

MAERSK SANA (Liberia)

London, Oct 30 — Five empty containers have fallen from fully cellular containership *Maersk Sana* (94724 gt, built 2004) in Rotterdam Harbour this morning, while loading and discharging containers at the A.P. Moller Terminals (Maersk) container terminal at the Coloradoweg, and have fallen on the inland tanker and bunkering vessel *Beethoven*. According to the police no one has been hurt. — (Note — *Maersk Sana* arrived Rotterdam Oct 29 and according to Lloyd's MIU AIS was in lat 53 15N, long 04 36E, speed 20 knots, course 30 deg, at 2059, UTC, today.)

MARC MITCHELL (Antigua & Barbuda)

London, Oct 26 — General cargo *Marc Mitchell* sailed from Moerdijk on Oct 24 bound for Blyth.

MARIA DESGAGNES (Canada)

London, Oct 26 — At 1805, UTC, Oct 25, Combined chemical and oil tank *Maria Desgagnes* (8848 gt, built 1999) was reported to have sustained a total power failure while leaving Halifax, NS, in lat 44 35.51N, long 63 32.23W. Vessel was subsequently assisted by two tugs and secured at pier 27 without further incident.

London, Oct 27 — According to Lloyd's MIU AIS, Combined chemical and oil tank *Maria Desgagnes* stopped at Halifax between 0652, Oct 26, and 2013, Oct 26, and in lat 44 26 15.48N, long 63 29 07.98W, Halifax 9.7 nautical miles, speed 13.7 knots at 0150, Oct 27.

MARITIME SONGKHLA (Singapore)

Chittagong, Oct 29 — The shipping agents of bulk carrier *Maritime Songkhla* (14307 gt, built 1979), Bengal Shipping Lines, have advised that their vessel, while arriving Chittagong outer anchorage with a cargo of 23,313 tonnes of cement clinker in bulk, was in contact with bulk carrier *Brave Royal* (20277 gt, built 1984) about 2300, Oct 24. The *Brave Royal* had arrived Chittagong outer anchorage at 1300, Oct 24, with a cargo of 33,850 tonnes of cement clinker in bulk. Damage was sustained to both vessels and a coaster vessel was also contacted and damaged. After discharging/lightening its part cargo at Chittagong outer anchorage, the *Maritime Songkhla* berthed at Cement Clinker Jetty, Chittagong, on Oct 26 and completed its cargo discharge at 0810 today. We were further informed that

vessel was supposed to sail today but has now been arrested by the owners of the *Brave Royal*. The latter vessel is still discharging cargo at Chittagong outer anchorage, with completion of this operation expected Oct 30. — Lloyd's Agents.

Chittagong, Nov 1 — Bulk carrier *Maritime Songkhla* was released from attachment on Oct 20 and sailed from the berth at 1330 hrs, same day. At 1530 hrs, Oct 31, the vessel sailed from Chittagong outer anchorage bound for Tanjung, Indonesia. After completion of discharge of her cargo, bulk carrier *Brave Royal* is expected to sail today at 1700 hrs, from Chittagong outer anchorage. — Lloyd's Agents.

MERIT (Bahamas)

See "Tropical Storm "Noel" under "Weather & Navigation."

MIKHAIL DUDIN (Malta)

Plymouth, Oct 25 — general cargo *Mikhail Dudin* sailed from Plymouth at 1300 hrs, Oct 19, bound for Rauma. — Lloyd's Agents.

MIKHAIL ISAKOVSKIY (Ukraine)

London, Oct 27 — Following received from Piraeus RCC, timed 0757, UTC: General cargo *Mikhail Isakovskiy* (4694 gt, built 1983), Mariupol for Naples with steel, grounded off Corfu, in lat 39 27.93N, long 20 04.03E, at 0510, UTC, Oct 27. The vessel reports no pollution and is requesting tug assistance.

London, Oct 27 — Following received from Piraeus RCC, timed 2030, UTC: General cargo *Mikhail Isakovskiy* is still aground. Awaiting arrival of tug, ETA tomorrow afternoon.

London, Oct 28 — Following received from Piraeus RCC, timed 1252, UTC: General cargo *Mikhail Isakovskiy* is still aground. A tug is now on scene.

London, Oct 28 — Following received from Piraeus RCC, timed 2015, UTC: General cargo *Mikhail Isakovskiy* refloated with tug assistance at 1830, local time, Oct 28, and now anchored in lat 39 27.2N, long 20 02.4E. Diver inspection being effected.

MSC ELENA (Panama)

London, Oct 27 — Fully cellular containership *MSC Elena* arrived Piraeus Oct 25.

MSC SONIA (Panama)

London, Oct 28 — Fully cellular containership *MSC Sonia* arrived Melbourne Oct 24.

London, Oct 30 — Fully cellular containership *MSC Sonia* sailed Melbourne Oct 26.

MYS OLYUTORSKIY (Russia)

Vladivostok, Oct 30 — Fish factory *Mys Olyutorskiy* completed repairs and sailed Petropavlovsk-Kamchatskiy on Oct 29 towards the North Kuril Islands. — Lloyd's Agents.

NEFTERUDOVOZ-32M (Russia)

Portsmouth, UK, Oct 29 — At 2300 hrs, Oct 27, combined ore and oil carrier *Nefterudovoz-32M* (2699 gt, built 1979), en route from Cherepovets-Rostov, with a cargo of 1,903 tons of

metal, ran aground on the River Volga, at the 1241km mark. At 1300, hrs, Oct 28, with the aid the vessel *OT-2427*, *Nefterudovoz-32M* was removed from the sand bar. — Correspondent.

NENA M. (Liberia)

See *Crown Opal*.

NEVSKIY 17 (Russia)

Portsmouth, UK, Oct 29 — At 0740 hrs, Oct 28, general cargo *Nevskiy 17* (2198 gt, built 1981), en route from St Petersburg to Rovnoye (Lake Ladoga), in ballast, ran aground on a sand bar while approaching the Koshkinska fairway. At 0905 hrs, same day, the vessel was able to refloat itself independently. There was no damage, water ingress or pollution. — Correspondent.

NEW FLAME (Panama)

London, Oct 25 — A press report, dated today, states: Government has today confirmed that the operations to salvage bulk carrier *New Flame* have now commenced. A spokesperson said today "Earlier this week the salvage team began preparatory work to salvage the aft part of the vessel. Those operations, which included positioning two specialist vessels in place and a cutting wire, are currently taking place. "It is envisaged that later today the salvage team will begin cutting the vessel in two which will allow the aft part of the vessel to float free in a controlled manner. Thereafter, once sufficient buoyancy is introduced into this section the aft part of the vessel will be towed into the bay for lightering of cargo operations before it can be towed safely to the South Mole. It is anticipated that the actual cutting operation and ensuring sufficient buoyancy will take about three days, before the aft section of *New Flame* can be removed from site."

NILS DACKE (Sweden)

See *Galileusz*.

NORMAND FLIPPER (Norway)

London, Oct 26 — Anchor handling tug/supply *Normand Flipper* sailed from Aberdeen on Oct 24.

NORWAY (Bahamas)

London, Oct 25 — A press report, dated today, states: India's Supreme Court will next month decide the fate of passenger (cruise) *Blue Lady*, ex *Norway*, which is waiting to be dismantled and which activists say is lined with toxins, environmental campaigners said today. The court had last month given permission to the vessel's owners to break it up for scrap off India's west coast based on a report by an expert panel it had appointed. However, activists said that decision contradicted a ruling given a few days earlier by the top court, which said all vessels must be decontaminated before being taken apart. "We are puzzled by the court's (later) order," said Gopal Krishna, spokesman for the Indian Platform on Shipbreaking, an umbrella group that includes Greenpeace and the Ban Asbestos Network. The group

has asked for a review of the ruling. "The court will now hear the matter in four weeks," he said. Environmentalists say *Blue Lady* contains some 1,200 tonnes of cancer-causing materials such as asbestos, and radioactive elements, which endanger the health of shipbreakers who work with little protection. The vessel was turned away by Bangladesh in February 2006 because its contents were deemed too toxic for it to be dismantled there but it was allowed into Indian waters several months later. The current owner of the vessel, a private Indian company called Priya Blue Industries, wants to dismantle *Blue Lady* off India's western Alang coast but company staff said the work has been delayed. A shipbreaking industry body agreed there was confusion over the conflicting court rulings. "The court also wants us to declare the quantity of toxins but no one has the expertise to do it," said Praveen Nagarseth, President of Shipbreakers Association.

NURTEN ANA (Turkey)

Seattle Oct 25 — Due strong winds bulk carrier *Nurten Ana* dragged anchor in Commencement Bay, Tacoma, Oct 18. The Coast Guard coordinated a tug to assist the drifting vessel. The vessel's propellers were fouled with logs and debris and the crew could not stop the vessel's drift. Tug *Wendell Foss* kept a tow line on the disabled vessel until the debris could be removed and the vessel could be anchored. The vessel was later shifted to Terminal 7, Port of Tacoma, where an inspection revealed a small hole on the starboard side after end, apparently caused due to contact with the logs/debris at the time of dragging of anchor. After temporary repairs and subsequent approval by the Class, NKK, surveyor and the regulatory authorities, the vessel was shifted for loading to the Schintzer Steel Industries berth in Tacoma on Oct 21 and after loading a cargo of about 35,515 tonnes of steel scrap in bulk it sailed for South Korean ports in the afternoon of Oct 24. — Lloyd's Agents.

OCEAN BRIDGE NO.1 (South Korea)

London, Oct 27 — Pusher tug *Ocean Bridge No.1* sailed Mizushima Oct 25.

OCEAN LIGHT (Malta)

London, Oct 26 — Following received from Coastguard Clyde MRCC, timed 1420, UTC: Bulk carrier *Ocean Light* (24748 gt, built 1977), Glasgow for Hamburg, in ballast, is reported aground in the Firth of Clyde, in lat 55 56.2N, long 04 35.9W.

London, Oct 26 — A press release from the Maritime & Coastguard Agency, dated today, states: Just after 1330 today, Clyde Coastguard were notified that bulk carrier *Ocean Light* had run aground off the shore of Dumbarton Castle on the River Clyde. Efforts by three tugs to refloat the vessel were unsuccessful and the decision has now been made to wait until next high water at approximately

0200 tomorrow to attempt another refloat. Tarik Yassin, Watch Manager, Clyde Maritime Rescue Co-ordination Centre said: "We believe there are 23 persons on board the vessel, which was shipping maize, soya and citrus pulp pellets in bulk to Hamburg. Currently our priority is to ensure that there is no damage sustained that might put the safety of the vessel and its crew at risk. We will then wait until high water to attempt to refloat the vessel at which point it will be brought into Greenock Ocean Terminal for further assessment."

London, Oct 27 — Following received from Coastguard Clyde MRCC, timed 0215, UTC: Bulk carrier *Ocean Light* refloated 0112, local time, and proceeded to Great Harbour, Greenock. (Note — According to Lloyd's MIU AIS, *Ocean Light* stationary at Greenock at 0230, Oct 27.)

London, Oct 29 — A press report, dated today, states: Bulk carrier *Ocean Light*, that crashed into a sandbank near Langbank on Friday afternoon (Oct 26), is thought to have been caught by the wind, driving it into the sand and leaving it grounded for 12 hours. A spokesman for Clyde Coastguard said: "The *Ocean Light* has been refloated and is next to Inchgreen Dry Dock in Greenock at the moment. Apparently she was caught by the wind. She was carrying maize, soya and citrus pulp pellets for animal feed, but she wasn't fully loaded as she had dropped off quite a lot of cargo at Glasgow. There were 23 people on board, but no one was injured. Thirteen people were taken off by one of the tugs when she started to list, but they went back on again when she was refloated. She was freed from the sandbank by five tugs at 0110 on Saturday morning. The vessel is currently being inspected for damage in Greenock. It is thought it will be in Greenock for some time and it is believed there may be damage to its propeller."

Grangemouth, Nov 1 — Bulk carrier *Ocean Light* sailed Greenock Oct 30 for Hamburg. — Lloyd's Agents.

OCEAN SUN (Norway)

Kiel, Oct 26 — General cargo *Ocean Sun* (608 gt, built 1970), in ballast, ran aground at Grotoyleia, in Steigen, at 1500, local time, Oct 25. The vessel was in danger of sinking. Rescue vessel *Gjert Wilhelmsen* was called from Ballstad to assist. — Correspondent.

Trondheim, Oct 26 — Local newspaper reports that general cargo *Ocean Sun* grounded at about 1400 hrs, Oct 25, at Lille Mannsholmen, Grotoyleia, Steigen, near Vestfjorden, Nordland Count. The vessel was refloated at about 0330 hrs, today, assisted by salvage vessel *Gjert Wilhelmsen*. *Ocean Sun* is now en route to Harstad for repairs. No injuries to the six crew on board. — Lloyd's Agents.

Trondheim, Oct 26 — General cargo *Ocean Sun* arrived at Harstad at about 1130, local time, today. Repairs will probably be effected at Seaworks AS, Harstad. — Lloyd's Agents.

Trondheim, Oct 29 — General cargo *Ocean Sun* is presently on the slipway at Seaworks AS, Harstad, for repairs to bottom damage. Repairs are expected to be completed at the end of this week or the beginning of next week. — Lloyd's Agents.

OCTAVIA (Cyprus)

London, Oct 26 — Non specific tanker *Octavia* arrived at Brofjorden on Oct 19 and sailed on Oct 20 for Hamburg.

OMER N. (Slovakia)

Kiel, Oct 28 — General cargo *Omer N.* (1446 gt, built 1984), bound Nantes, 11 crew on board, capsized off Fehmarn, 15 miles west of Gedser, about 1500, Oct 28. German rescue boat *Arkona* and patrol ship *John T. Essberger* proceeded to the scene as well as Danish rescue forces and two German and three Danish helicopters. Patrol ship *Neustrelitz* of the Coast Guard proceeded to the position. One man from the crew was pronounced dead after he had been found by a helicopter. The *Omer N.* is laying on its side, but still afloat. The vessel suddenly capsized in sight of general cargo *Sormovskiy 50*. The cause of the wreck is unknown yet, the weather was fine. The wreck is expected to ground east of Rodby. There are plans to send divers down then. German tug *Fairplay-26* and the multi purpose ship *Scharhorn* are expected on scene at 2000 hrs. *Omer N.* last position was lat 54 29N, long 11 31E. Vessel was due at Nantes on Nov 2 and had unloaded peanuts in Szczecin before. — Correspondent.

Copenhagen, Oct 28 — Danish and German rescuers today struggled to liberate seven sailors believed to be caught inside the hull of capsized general cargo *Omer N.* off the coast of southern Denmark, the Danish Navy said. Three of the vessel's 11 all-Turkish crew were rescued by a Russian vessel shortly after the incident, while a Navy helicopter had found a fourth crew member drowned. The *Omer N.* capsized shortly after 1400, UTC, about 28 km west of the town of Gedser. The vessel has since run aground, enabling rescue divers to reach it, the duty officer from Danish naval command Danfleet said. He said that, although the divers had managed to breach the hull and enter the vessel, the conditions were deemed too rough to effectively search for the missing crew inside. The rescue attempts would continue through the night, he said. — Reuters.

London, Oct 29 — Following received from Aarhus MRCC, timed 1026, UTC: The body of another crew member from general cargo *Omer N.* has been recovered. The search is continuing for the missing crew.

Copenhagen, Oct 29 — At 1615, Oct 28, the Danish Admiral Danish Fleet Headquarters received an emergency notification that general cargo *Omer N.* had capsized 15 nautical miles west of Gedser. The emergency notification was not sent from *Omer N.* itself, but from the Russian vessel *Sormovskiy 50* that was in the same area. *Omer N.* was loaded with ammonium chloride in

bags. The Russian vessel rescued three seamen alive. Later one seaman was found dead by a Danish rescue helicopter. Seven crew members are still missing. All crew members are of Turkish nationality, one woman and 10 men. The three rescued seamen were brought to the hospital in Nykobing (Falster) and a team of hypothermia experts was brought in from Aalborg. It is feared that the remaining seven crew members are drowned. The chance of surviving the 10 centigrade cold water is limited to between four to five hours. At 0330 today a Svitzer tug grounded the casualty south of Roedsand. Later this morning a team of divers succeeded in getting into the accommodation of the vessel, lying deep in the water. However, the divers did not find any survivors. Special listening-equipment is under way to the wreck. The three rescued seamen have reported to the police that they saw the master disappear in the water after the vessel capsized. Both Danish and German vessels are participating in the rescue operation, together with three Danish rescue helicopters. — Lloyd's Agents.

Gothenburg, Oct 29 — General cargo *Omer N.*: A Danish helicopter found the vessel's chief engineer deceased, while today the only woman on board was found dead. Six other crewmen remain missing. Two divers got trapped inside the wreck and had to be cut loose by staff and at lunchtime today the diving and searching operation was called off as the entire vessel was filled with water and no "air-pockets" were found. — Westax Marine Services AB.

London, Oct 30 — A press report, dated today, states: All hope has faded in the rescue of five missing sailors believed to be trapped inside the hull of general cargo *Omer N.* off the coast of southern Denmark, the Danish navy has said. "Our divers have been inside the ship and examined the areas where we might have hoped to find the crew alive, but the ship is filled with water," Danish Navy spokesman Claus Nielsen said. Nielsen said the divers had used microphones, but had not been able to detect any sounds from surviving crew members. "Now we will focus on trying to salvage the bodies," Nielsen said.

Copenhagen, Oct 30 — On Monday afternoon divers from the Danish navy succeeded in entering general cargo *Omer N.*. As the divers got into the accommodation, they found three more bodies in their cabins and in the common room. The state of the casualty is as following: Three crewmembers have survived. Four members were found drowned and four members are still missing. The rescue operation has been called off by the Admiral Danish Fleet Headquarters. It is too dangerous for the divers to continue the operation. One of the survivors was an officer aspirant, who has stated to the Danish authorities that he was on the bridge when the vessel went more and more unstable. He was sent by the master to call the crew. As he once again entered the bridge, the ship capsized to the backboard side. According the officer aspirant there was no sign of fire on

board. The theory is therefore that the vessel had a leak and got seawater in the hold. The wreck is grounded and Svitzer experts have to evaluate the salvage situation this morning. First step is to empty the vessel's oil tanks and the Danish environmental protection vessel *Gunnar Thorson* is approaching the area to standby during this part of the operation. — Lloyd's Agents.

Kiel, Oct 31 — Svitzer Salvage is to raise the wreck of general cargo *Omer N.* First the bunker tanks are to be inspected to assess how much of the 170 tons bunker fuel is still on board. The exact location of the fuel vents has to be found out. This may take the forthcoming two weeks. The salvage of the wreck is to be undertaken by sheerlegs. This requires a calm weather period as the ship is lying in an unsheltered position. The salvage is estimated to take until December. No further bodies found on Oct 30. — Correspondent.

ONEGO TRAVELLER (Netherlands)

London, Oct 30 — General cargo *Onego Traveller* arrived Rosario, Oct 24.

OTAPAN (Mexico)

Maassluis, Nov 1 — Chemical tanker *Otapan* is still in port at Botlek, Rotterdam. — Lloyd's Sub-agents.

PANAMAX PEPOU (Panama)

London, Oct 29 — Bulk carrier *Panamax Peppou* arrived Rotterdam Oct 27.

PASHA BULKER (Panama)

See "Australia" under "Weather & Navigation."

PEARL (North Korea)

London, Oct 31 — According to Tuticorin Port Trust, general cargo *Pearl* was still under arrest and Mercantile Marine Department detention at 0600, Oct 30.

PEARL (Republic of Ireland)

London, Oct 30 — A press report, dated today, states: More than 25 firefighters have tackled a blaze that broke out in standby safety vessel *Pearl* (1296 gt, built 1986), being repaired at a yard in Wirral. Crews were called to the dry dock in Cammell Laird shipyard in Birkenhead on Tuesday afternoon (Oct 30) after reports that a vessel was alight. It is thought that the fire broke out after sparks from cutting equipment ignited residual diesel fumes in the engine-room of the *Pearl*. There were reports of trapped workmen but no-one was injured in the fire.

PERE CHARLES (Republic of Ireland)

London, Oct 25 — A press report, dated today, states: Work is expected to commence early next week on lifting trawlers *Pere Charles* and *Maggie B* from the seabed off Hook Head. A crane barge to lift the two vessels provided by a Dutch-based company was expected to set sail from Rotterdam either yesterday or today. Over the past few

days, it has been fitted with specialist equipment to aid it reach a depth of 47 metres at sea. It had been in England but returned to its base in Rotterdam to prepare for the Irish salvage operation. Once it sets sail, it is expected to take four or five days to reach Ireland. If the weather is suitable, the lifting operation will commence then with immediate effect. Speaking yesterday, the man co-ordinating the salvaging of the two boats on behalf of the Irish Coastguard, said he was keen to progress matters as soon as possible. The plan remains for both *Pere Charles* and *Maggie B* to be delivered to Arklow Harbour once they are taken from the sea where they will then be examined by experts.

London, Oct 30 — A press report, dated Oct 29, states: Work on raising the wrecks of trawlers (All types) *Pere Charles* and *Maggie B* is almost ready to begin after a giant Dutch crane barge arrived in Irish waters. The Dutch barge will be used by a Dublin-based firm, Irish Diving Contractors, to raise both *Pere Charles* and *Maggie B*. The AIm recovery mission has already been endorsed by the families of the lost fishermen.

POS DIGNITY (Hong Kong)

London, Oct 26 — Following received from Coast Guard New Orleans, timed 1445, UTC: Bulk carrier *Pos Dignity* (40014 gt, built 2004) grounded at Mile 158.3, River Mississippi, at 0200, UTC, today. Vessel has now refloated and class report is awaited.

London, Oct 27 — Following received from Coast Guard New Orleans, timed 0132, UTC: Bulk carrier *Pos Dignity* is presently restricted, awaiting class survey.

RIKA (Antigua & Barbuda)

Kiel, Oct 28 — Following completion of temporary patching on the starboard side, general cargo *Rika* will proceed to the Norder Yard in Hamburg on Oct 28 for permanent repairs. General cargo *Sormovskiy 45* will undergo the necessary repairs at the South Quay in Brunsbüttel. — Correspondent.

RIKA (Estonia)

London, Oct 30 — General cargo *Rika* sailed Brunsbüttel Oct 28.

Kiel, Oct 31 — Repairs to general cargo *Sormovskiy 45* at the South Quay, Brunsbüttel, are currently in full swing. General cargo *Rika* is currently berthed at the Norder Yard in Hamburg for repairs. — Correspondent.

ROSANNA

Flushing, Oct 30 — Hydrofoil *Rosanna* was taken to a repair yard at Zaandam Oct 29 for repairs. — Correspondent.

RYOSEI MARU (Japan)

Yokohama, Nov 1 — Bulk cement carrier *Ryosei Maru* was not damaged and has returned to service. — Lloyd's Agents.

SALVOR (Canada)

London, Oct 29 — Tug *Salvor* (426 gt, built 1963) had to proceed to the port of Quebec on one engine at 1230, local

time, Oct 26. The starboard main engine gearbox cooler was leaking, causing water to get inside the gearbox. (Note — *Salvor* arrived Quebec about Oct 26 and sailed about Oct 28 for Seven Islands.)

SEA GLORY (Mongolia)

Mumbai, Oct 31 — General cargo *Sea Glory* remains aground at the mouth of Kori Creek. There is no change in its position. — Lloyd's Agents.

SEVEN SISTERS (France)

London, Oct 27 — A press report, dated Oct 26, states: Passenger ro/ro *Seven Sisters* (18564 gt, built 2006), which sails out of Newhaven, has been hit by a mechanical problem. It will remain in port at Dieppe until Sunday (Oct 28) because of an oil pump problem. Her sistership will cross twice a day to cover the route. Booked passengers will be able to cross the Channel but times of departure and arrival will be changed. Equipment to repair the pump is expected to arrive by air tomorrow.

London, Nov 1 — According to Lloyd's MIU AIS, passenger ro/ro *Seven Sisters* was in lat 50 34 39.3N, 00 21 12.6E, at 0424, UTC, Nov 1, proceeding on a course of 347 deg at 18.3 knots.

SHENG QIANG (Hong Kong)

London, Oct 26 — Following received from Coast Guard New Orleans, timed 1430, UTC: Bulk carrier *Sheng Qiang* (26062 gt, built 1998) grounded at Mile 165, River Mississippi, at 0035, UTC, today. Vessel has now been refloated and class survey is awaited.

SHENHAI 1 (China)

Portsmouth, UK, Oct 31 — General cargo *Shenhai 1* (2900 gt), Inkou for Shanghai, with 4,800 tons of iron, sank on Oct 28, as a result of cargo displacement in a storm. The crew of 16 most likely all perished. — Correspondent.

London, Nov 1 — A report from Shanghai, dated Oct 31, states: General cargo *Shenhai 1*, Yingkou for Shanghai, cargo 4,800 tons of rolled steel, which shifted in heavy weather according to a report received from the ship by the marine rescue centre in Liaoning province. When the alarm was sent the ship was 20 km from Lushun Port in the Bohai Gulf. One body has been found while search for the missing continues. The search and rescue mission has been hampered by poor visibility.

SLAVUTICH 10 (Serbia)

London, Oct 26 — Following received from Rome MRCC, timed 0937, UTC: General cargo *Slavutich 10* (2193 gt, built 1988), cargo stone, reported a hull breach below the waterline about half a mile off Chioggia on Oct 24. The vessel was towed into Chioggia and is now at berth. The cargo has been discharged, and an inspection is being carried out. (Note — *Slavutich 10* sailed Bar Oct 18 for Chioggia.)

SORMOVSKIY 45 (Russia)

Kiel, Oct 25 — The damaged general cargo *Sormovskiy 45* left Kiel north

harbour at 1330 hrs, today for Brunsbuttel. — Correspondent.

Kiel, Oct 26 — General cargo *Sormovskiy 45* berthed at the South Quay in Brunsbuttel at 2010 hrs, Oct 25. Understand that repairs will be effected at Hamburg. — Correspondent

SPOTLESS (Liberia)

See "Tropical Storm "Noel" under "Weather & Navigation."

SUAM (South Korea)

London, Oct 30 — A press report, dated today, states: A South Korean-registered freighter ran aground off a small uninhabited island off the Izu Peninsula in the early hours of Tuesday, local coast guard officials said. All 12 crewmembers, six South Korean nationals and six Chinese nationals have been rescued. None of them was injured. At around 0140 hrs, today, general cargo *Suam* (1204 gt, built 1994) ran aground off Mikomoto Island, an area known as a fishing and diving spot, the Shimoda Coast Guard Office said. Crewmembers of another boat found the 12 crewmembers drifting on rafts and a life boat and rescued all of them at about 0540. The freighter was on its way back to South Korea after being loaded with about 1,400 tons of coal at a port in Kimitsu, Chiba Prefecture. Visibility was fair at the time of the accident.

SYDFART (Sweden)

London, Nov 1 — General cargo *Sydfart* arrived Karlshamn Oct 26 and sailed the same day.

THOR HAWK (DIS)

London, Oct 31 — According to Tuticorin Port Trust, fully cellular containership *Thor Hawk* was still under repair as of 0600, Oct 30.

THOR IRENE (Antigua & Barbuda)

Piraeus, Nov 1 — Our salvage tug *Tsavliris Hellas* proceeded on Oct 10 to the assistance of general cargo *Thor Irene* (2815 gt, built 1993), which was disabled about 600 nautical miles south of Mauritius. *Tsavliris Hellas* towed the casualty to Durban and delivered to her owners at 1520 local time, Oct 30. The tug then returned to her station at Cape Town. — Tsavliris Salvage (International) Ltd. (Note — According to LMIU AIS at 1517 hrs, Oct 30, *Thor Irene* was stationary in lat 29 53 11.76S, long 30 59 58.92E, 2.3 nautical miles from Durban.)

TIANJIN

(St. Vincent & Grenadines)

Taipei, Oct 28 — Local agents of general cargo *Tianjin* report vessel sailed (Hualien) 1821, Oct 25, for Hong Kong. — Lloyd's Agents.

TOMIKA (South Korea)

London, Oct 31 — Following navigation warning, dated today, states: Engine troubled general cargo *Tomika* (1945 gt, built 1987) exists in lat 34 24.8N, long 133 57.9E at 0130, UTC, today.

London, Oct 31 — Following navigation warning, dated today,

states: Engine troubled vessel (general cargo *Tomika*) removed from Bisan Seto East Traffic Route.

TRAMP

(St. Vincent & Grenadines)

Kiel, Oct 31 — In the evening of Oct 27 general cargo *Tramp* (1181 gt, built 1978) collided with a gate of the Kiel Canal locks when having passed the Kiel Canal coming from Amsterdam. The vessel sustained a gash in the bow and berthed in the Scheer Harbour of Kiel at 2300 hrs, where repairs are being effected. — Correspondent..

Kiel, Oct 31 — General cargo *Tramp*, Amsterdam to Falkenburg, was in contact with the new Northern lock of the Kiel Canal, at 2152, Oct 27. The vessel sustained a gash of two metres on the port side above the anchor, which is being repaired from the pontoon *H'm 20*. — Correspondent.

Kiel, Nov 1 — General cargo *Tramp* departed from Kiel to Falkenburg at 2100 hrs, Oct 31, after damage to the port bow had been repaired. The damage in the New Northern lock of the Kiel-Holtenua locks is still being investigated. The vessel had come to rest rectangular to the walls while entering on Oct 27. It had taken an hour to come free, thereby causing damage to the walls and ship's hull. — Correspondent.

TRANS-1 (Bangladesh)

Khulna, Oct 30 — Contacted assistant harbour-master, Mongla Port Authority and owner of barge *Trans-1* who reported following: (1) Barge finally refloated Oct 24, (2) barge to be sold as scraped as repair work not possible on the barge and (3) barge lying at the bank of river Passure under Mongla Port area. — Lloyd's Agents.

TS SINGAPORE

(Antigua & Barbuda)

London, Oct 29 — Fully cellular containership *TS Singapore* sailed Hong Kong Oct 27.

USA MARU (Japan)

Yokohama, Oct 30 — General cargo *Usa Maru* (749 gt, built 1995), Hirohata for Oita, grounded in shallow water in lat 34 22.319N, long 133 46.216E, at 1832, Oct 26. The vessel was refloated at 2115 the same day, with tug assistance. — Lloyd's Agents.

VANDA NAREE (Thailand)

London, Oct 26 — Bulk carrier *Vanda Naree* sailed from Bari on Oct 24 bound for Tuzla.

VIEN DONG 2 (Vietnam)

Singapore, Oct 25 — General cargo *Vien Dong 2*: Salvage operation is under way and the salvage team is assessing the situation at the moment. The vessel is believed to have sustained some hull damage. — SMIT Salvage

Singapore, Oct 31 — General cargo *Vien Dong 2* is still aground, with the salvage operation in progress. Part of the vessel's cargo is being discharged in order to refloat the vessel. — SMIT Salvage.

VILLE D'AQUARIUS (U.K.)

London, Oct 26 — Coast Guard investigators and state Department of Fish and Game responded to an oil spill of about 200 gallons in the port of Los Angeles, at about 1625, Oct 25, according to Coast Guard Lt. J.G. Andrew Munoz. Investigators believe the oil came from fully cellular containership *Ville d'Aquarius* (40465 gt, built 1996), he reported. The vessel's owners were fully cooperating and have hired oil spill response contractors to contain and recover the oil. Mariners were advised to avoid the area around berths 120-147, Munoz said. (Note — *Ville d'Aquarius* arrived Los Angeles at 2310, Oct 24. According to Lloyd's MIU AIS position of *Ville d'Aquarius* at 1804, BST, Oct 26, lat 33 45.30N, long 118 16.32W, stationary eight nautical miles south of Wilmington, California.)

London, Oct 26 — Following received from Marseilles, dated today: CMA CGM, operators of fully cellular containership *Ville d'Aquarius* wish to report that, earlier today, a quantity of oil was observed in the vicinity of the container vessel, shortly after completing a refuelling operation in Los Angeles. The Master immediately informed the United States Coast Guard and implemented the vessel's anti pollution plan. CMA CGM's specialist spill response organisation were mobilised and are currently on site. Containment booms have been placed around the hull of the vessel in order to minimise any potential pollution damage. As a precaution, booms have also been put in place across the channel. An initial dive inspection has revealed suspected damage to one of bunker tanks of *Ville d'Aquarius*. A barge is now alongside and will shortly begin lightering the suspected tank, in order to prevent any further outflow of fuel oil. CMA CGM will continue to work in full cooperation with the USCG and the other response services on site, and will conduct a full investigation into this incident. Furthermore, CMA would like to apologise for this situation and to assure all those affected that every effort will be made to minimise any environmental impact and inconvenience to those concerned.

London, Nov 1 — According to Lloyd's MIU AIS, fully cellular containership *Ville d'Aquarius* is in port at Wilmington, CA.

VIOLET ACE (Panama)

London, Oct 29 — Vehicle carrier *Violet Ace* has continued its voyage for Auckland following its grounding Oct 20 and refloating Oct 21. According to Lloyd's MIU AIS, vessel was located under way off Ube on Oct 24, with ETA Auckland Nov 5.

WEST STREAM (Bahamas)

London, Oct 31 — Combined chemical and oil tank *West Stream*, which grounded on west coast of Norway Oct 20, and subsequently proceeded to Haugesund for diver inspection, was reported passing Skaw 1003, Oct 30, bound Klaipeda, where ETA Nov 1.

WOLTHUSEN (Antigua & Barbuda)

London, Oct 29 — Following received from Den Helder RCC, timed 0632, UTC: General cargo *Wolthusen* (2846 gt, built 1995) reported not under command in lat 52 16.5N, long 03 28.4E, due engine trouble. Vessel repairing and ETC two hours. (Note — According to Lloyd's MIU AIS, *Wolthusen* in lat 52 15 58.46N, long 03 27 45.18E, Europort 40.1 nautical miles, speed 2.4 knots at 0558, Oct 29.)

London, Oct 29 — Following received from Den Helder RCC, timed 1021, UTC: General cargo *Wolthusen* completed repairs and proceeded on voyage at 0717, UTC.

WOO JIN (South Korea)

See *Han Se*.

YANNA A. (Panama)

Piraeus, Oct 29 — General cargo *Yanna A.* made some temporary repairs at Mesolongion on Oct 23 and sailed the same day to Sousaki where it commenced repairs on Oct 24. *Yanna A.* left the port of Sousaki on Oct 26 on completion of the repairs. — Lloyd's Agents.

YASA AYSEN (Marshall Islands)

Manila, Oct 30 — Offloading operations are now taking place on bulk carrier *Yasa Aysen*, which ran aground off Surigao del Norte province, Mindanao island in southern Philippines on Oct 23. Salvors intend to unload about a third of the bulk carrier's cargo of nickel ore to lighten it for refloating. Offloading operations may take a week, sources said. *Yasa Aysen* is lying on a bed of rock and coral and salvors are anticipating bottom hull damage. *Yasa Aysen* originated from Nonoc island in Surigao del Norte province and was bound for mainland China when the accident happened. The area where the vessel ran aground is said to be unchartered and a hazard to passing vessels. — Correspondent.

**SOMALIA**

London, Oct 25 — A press report, dated today, states: General cargo *Almarjan* has been the victim of the latest hijacking reported in Somali waters. The Comoros-flagged vessel was proceeding to Mombasa after discharging United Nations World Food Programme-chartered cargo at Mogadiscio when pirates in a boat chased it, opened fire with automatic weapons, boarded and hijacked it, according to the latest ICC International Maritime Bureau weekly piracy report. The pirates sailed the vessel into coastal waters and anchored closer to shore. The IMB says: "To date, the owners have lost all contact with the vessel. The fate of the crew members and vessel is not known."

London, Oct 29 — A press report, dated today, states: A Japanese chemical tanker with 23 Filipino, Korean, and Myanmar crew on board has been hijacked off the coast of northern Somalia, a piracy watchdog and officials said Monday (Oct 29). The vessel, believed to be carrying oil products, sent out a distress message on Sunday which was picked up by a rescue centre in Norway and relayed to the International Maritime Bureau's (IMB) Piracy Reporting Centre in Kuala Lumpur. "We tried to establish contact with the ship but we failed to get any response, so we then contacted coalition warships in the area," IMB spokesman Noel Choong said. The coalition naval forces informed the IMB that the vessel then entered Somali territorial waters, meaning no rescue could be initiated, he said. "Somalia has no central government so that's a big problem," Choong added. Choong declined to name the vessel but a maritime official in Nairobi identified it as the Panama-flagged Combined chemical and oil tank *Golden Nori* (6253 gt, built 1997) and said it was seized about eight nautical miles off Socotra archipelago. The master and chief engineer are Koreans, and the remainder of the crew are Filipinos and Myanmar nationals, Choong said. He said that for the past two weeks there has been a spike in piracy activity off the coast of war-torn Somalia, including another successful hijacking on Oct 17 on a cargo ship which was travelling to Mombasa, Kenya. "It was attacked with automatic weapons and hijacked. As of last week there was still no information about the safety of the crew and the location of the ship," he said. Choong said there were also two unsuccessful hijacking attempts in the lawless region earlier this month, but that the pirates failed to board the ships. In Tokyo, a Japanese foreign ministry official confirmed the attack on the Panama-flagged vessel. "There are no Japanese among the crew members, but we won't disclose further information as the maritime company has requested us not to," the official said.

London, Oct 30 — A US destroyer has entered Somali territorial waters in pursuit of a Japanese-owned vessel loaded with benzene that was hijacked by pirates over the weekend, military officials said Monday (Oct 29). The guided-missile destroyer USS *Arleigh Burke* entered Somali waters with the permission of the troubled transitional government in Mogadishu, US officials said. Gunmen on board two skiffs hijacked the Panamanian-flagged Combined chemical and oil tank *Golden Nori* off the Socotra archipelago, near the Horn of Africa, said Andrew Mwangura, a spokesman for Kenya's Seafarers' Assistance Programme. The *Golden Nori* radioed for help Sunday night. The *Arleigh Burke's* sister ship, the USS *Porter*, opened fire and sank the pirate skiffs tied to its stern before the *Arleigh Burke* took over shadowing the hijacked vessel. When the shots were fired, it was not known the vessel was filled with highly flammable

benzene. US military officials indicate there is a great deal of concern about the cargo because it is so sensitive.

London, Oct 30 — A press report, dated today, states: The crew of general cargo *Dai Hong Dan* (6390 gt, built 1980), seized by Somali pirates, overpowered their hijackers today and retook control of the vessel. The East African Seafarers' Assistance Programme said the North Korean vessel had been hijacked late yesterday or early today near the port of Mogadiscio. "I hear the crew on the vessel overpowered the gunmen. The crew were 22 while the gunmen were eight," Andrew Mwangura, head of the Kenya-based maritime organisation, said. A senior Somali police official said police boats had pursued the vessel. Mwangura identified the *Dai Hong Dan* as North Korean, and said it was possibly involved in a business dispute.

London, Oct 31 — A press report, dated today, states: The 23 crew members of Japanese-owned Combined chemical and oil tank *Golden Nori*, hijacked off Somalia are safe, a Philippine official said Wednesday (Oct 31). The crew includes nine Filipinos along with Malaysian, Korean and Myanmar citizens, he said. The Filipino captain called his family in the Philippines and told them that "the crew is safe, that they are being treated well, that they are in good physical condition," Foreign Affairs Undersecretary Esteban Conejos said. He said a daughter of the captain he spoke with gave no other details. Conejos added that the hijackers made no immediate demands. The *Golden Nori* was seized by pirates Sunday. Conejos said the Philippine government is closely coordinating efforts to win the release of the crew with the vessel's owner, the Japanese government, the Philippine maritime recruitment agency, international shipping authorities, and the families of the Filipino crew. The US Navy confirmed that American warships sank two pirate skiffs late Sunday after answering a distress call from the hijacked Japanese chemical tanker and said US vessels were still monitoring the vessel. Cmdr. Lydia Robertson, the U.S. 5th Fleet spokesman, said coalition vessels fired on and sank two pirate skiffs tied to the *Golden Nori*. A Navy photo showed one of the skiffs burning after being hit by a gun on board the USS *Porter*, a guided-missile destroyer.

**PORTUGAL**

Ponta Delgada, Oct 30 — Understand that all outstanding payments due to the local agents and port authorities were settled and consequently the arrest of bulk carrier *Trinity Sierra* has already been lifted by the local Civil Court. The vessel will be due to

sail from Ponta Delgada within the next four to five days. — Lloyd's Agents.

ROMANIA

Bucharest, Oct 31 — General cargo *Bermuda I* is still at Constantza, under Port State Control detention. — Lloyd's Agents.

RUSSIA

Portsmouth, UK, Nov 1 — In the Eastern Media the authorities of the Khabarovsk Region have reported: The crew of general cargo *Avangard* (2360 gt, built 1982) was refused permission to sail from the port of Vanino due to discrepancies in the vessel's documentation. The vessel will not be allowed to sail until the deficiencies are corrected. — Correspondent.



Seizures & Arrests

ALBATROS (Cambodia)

Trieste, Oct 25 — Roll On Roll Off *Albatros* is still under arrest at Trieste, situation unchanged. — Lloyd's Agents.

CLIFF (Cambodia)

Portsmouth, UK, Oct 25 — A press report, dated today, states: The Minister of Fisheries, Mrs. Gladys Asmah yesterday cut short her planned official visit to some organizations and institutions under her Ministry within Tema and stormed out of the municipality. This was after she discovered that the Ghana Ports & Harbours Authority (GPHA) had flouted a directive jointly issued by the Ministry of Fisheries, National Security and the Attorney General's Department to the institution (GPHA). Under the directive, the GPHA was to keep in detention Cambodian-registered reefer *Cliff* (2732 gt, built 1982), which was said to be undertaking illegal fishing in the country's territorial waters. As a result of its actions, the GPHA has caused financial loss of a \$2 million to the state because that is the penalty for illegal fishing in our territorial waters. The vessel was reportedly arrested by the combined effort of some security agents, including personnel from the National Security, Ghana Police Service, the GPHA and the Customs, Excise & Preventive Service (CEPS), operating within the Tema municipality somewhere last week. *Cliff*, which was carrying 250 tonnes of fish at the time of its arrest, had been fishing in our territorial waters and selling its catch to local fishing vessels as imported fish. The National Security and the Attorney General's Department were informed about the illegal transactions of the vessel for the necessary action to be taken against it. Consequently, the vessel was brought down to the Tema Fishing Harbour in accordance with the Fishing Act 625,

Article 61 of 2002 and an embargo was placed on it for further investigations. Speaking to members of the media, the Fisheries Minister said the vessel had changed its name four times at sea to enable it perpetuate its illegal transactions. Accompanied by her deputy Minister, Kofi Edusei Poku and other officials from her ministry, Mrs. Asmah was at the Tema Fishing Harbour to inspect the detained *Cliff* and its catch only to be told that the vessel had sailed last Monday (Oct 22). The visibly angry Minister described the action of the GPHA as a national blunder and threatened she was going to inform Cabinet for immediate action to be taken on the issue. According to her, she was going to instruct the Ghana Navy help to locate the vessel and possibly bring it back to face justice in the country. Explaining why the GPHA allowed the vessel to sail away, the Operations Manager of GPHA in charge of the Tema Fishing Harbour, Joojo Amedome said at about 1700 Monday, the Tema Harbour Dock Master after discussions with officials from CEPS, Ghana Immigration Service (GIS) and GPHA, gave the vessel the green light to sail. — Correspondent. (Note — According to Lloyd's MIU AIS *Cliff* was last reported in lat 05 33 06N, long 00 04 18E, at 1820, UTC, Oct 22, speed 7.8 knots, course 146 degrees.)

DRUGS SEIZED ON VENEZUELAN FISHING VESSEL IN NORTH ATLANTIC

London, Oct 28 — A press report, dated Oct 27, states: Royal Navy frigate *HMS Portland* seized three tonnes of cocaine from a Venezuelan fishing vessel in the north Atlantic, the Ministry of Defense said today. The ministry said a helicopter from the frigate spotted the suspicious vessel during a routine patrol yesterday off Venezuela's coast. Navy sailors spotted the boat's crew throwing packages overboard, later found to contain half a ton of cocaine. Sailors and Royal Marines boarded the ship alongside a U.S. Coast Guard team and found another 2 1/2 tons of the drug. The fishing boat was being escorted back to its home country, officials said.

DURUMATA (Panama)

Zeebrugge, Nov 1 — At 2038 hrs, on Oct 25, embargo laid on bulk carrier *Durumata* (16712 gt, built 1982) at Antwerp. The vessel is under arrest. — Lloyd's Sub-agents. (Note — *Durumata* arrived at Antwerp on Oct 23.)

ELWOOD (Panama)

Maassluis, Nov 1 — General cargo *Cote Aranza*, ex *Elwood*, is still under detention at Bolnes. — Lloyd's Sub-agents.

EMIR (Turkey)

Taranto, Oct 1 — General cargo *Emir* remains under arrest at Taranto. — Lloyd's Agents. ((Note — *Emir* was arrested at Taranto on Mar 3, 1999,

after 2.5 kilos of heroin was found on board by customs officers.)

HYBUR STAR (Panama)

Port au Prince, Oct 26 — Reefer *Hybur Star* (1126 gt, built 1962) was seized by customs while unloading divers merchandise and refrigerated cargo at Saint Marc. The vessel is now at Port au Prince port. — Lloyd's Agents. (Note — *Hybur Star* arrived Port au Prince Oct 12.)

INZHENER FAUSTOV (Russia)

Portsmouth, UK, Oct 31 — Fishing (general) *Inzhener Faustov* (738 gt, built 1988) was detained by the Russian Coast Guard in the Sea of Okhotsk after six tons of illegally-caught crab was found during an inspection. The vessel was escorted into Petropavlovsk-Kamchatkiy for court proceedings. — Correspondent.

JEZABEL 2 (Cambodia)

Istanbul, Oct 25 — General cargo *Jezabel 2*, loaded with approximately 1,800 of bituminous coal from Abkhazia territory, was detained by Georgian Coast Guard due illegal cross of Georgian government border. Georgian Coast Guard report the crew members are on board the vessel. We have also obtained information from all crew members that they are from Azerbaijan. — Lloyd's Agents.

MAX (Slovakia)

Portsmouth, UK, Oct 25 — General cargo *Max* (1084 gt, built 1980) has been seized by the Georgian Coast Guard for environmental pollution. News Georgia reports that the vessel pumped oil into the open sea in the water area of the port of Poti. According to preliminary information the vessel faces a fine of 65,000Lari (US\$40,600). — Correspondent.

OPNOR (Panama)

London, Oct 25 — A press report, dated Oct 23, states: The Dutch master of general cargo *Opnor*, together with his mate and a four-man Ghanaian crew, have been arrested in Senegal for smuggling cocaine worth £155 million. *Opnor* was carrying 3.7 tonnes of cocaine hidden below its deck when it was involved in a fatal accident off the coast of Senegal. A heavily-armed Spanish special forces team discovered the stash. Security sources stated that much of the hoard found on the vessel was heading for the United Kingdom. *Opnor* should have been scrapped five years ago after being involved in an accident in the port of Lerwick, in the Shetland Islands, in which a Polish seaman was killed. However, it ended up in the Caribbean where it was bought by drug barons and commandeered to haul the illicit drug.

PISHGAM (St. Kitts-Nevis)

Umm Qasr, Oct 26 — Roll on roll off with container capacity *Pishgam* (1593 gt, built 1971) is currently under court arrest at Umm Qasr. — Lloyd's Agents. (Note — *Pishgam* arrived Umm Qasr Jul 21.)

SAINT JACQUES II (France)

Portsmouth, UK, Oct 31 — Trawler (All types) *Saint Jacques II* (153 gt, built 1998) was boarded in the North Sea eight miles east south-east of Dover by British and French fishery officers working from *HMS Severn*. They found cod misrecorded as black sea bream in the log book. The vessel had retained 25% cod, when under cod recovery rules it is only allowed 20 per cent when using nets of 80-90 mm. In a prosecution also brought by the Marine and Fisheries Agency (MFA), owners Luc Margolle, and Ludwig Margolle and master Gerard Battez later pleaded guilty at Folkestone Magistrates Court on Oct 26 to offences of failing to record cod in the vessel's fishing log and breaking cod recovery regulations. They were ordered to pay a total of £36,750 in fines and costs. — Correspondent.

SHIREEN S. (U.K.)

Maassluis, Nov 1 — Tug *Shireen S.* is still under arrest at Rotterdam. — Lloyd's Sub-agents.

TAIS C. (Panama)

London, Oct 25 — A press report, dated today, states: General cargo *Tais C.* (2859 gt, built 1984) is currently impounded in the Bridgetown Port after an order was issued against it at the weekend. The vessel and its crew are now under 24-hour guard after Chief Justice Sir David Simmons granted the injunction on Sunday (Oct 21). The vessel, which sailed into the island on early Sunday morning, was arrested around 0500 hrs by marshals from the Court Process Office. Charters from the British Virgin Islands (BVI) have claimed, through their attorney Satcha Kissoon, that the vessel's owner breached the charter-party by removing the vessel from the possession of the charter. The charters are further claiming that they are entitled to possession of the vessel. The vessel, which made a number of stops before docking in Barbados, was scheduled to leave on Monday. No date of hearing has been set.

Pipeline Accidents**PRUDHOE BAY, ALASKA**

London, Oct 27 — A press report, dated Oct 26, states: BP America will pay \$20 million and plead guilty to a misdemeanor violation of the federal Clean Water Act for a crude oil spill on Alaska's North Slope, Justice Department officials said yesterday. The company's long-standing pattern of cost-cutting and mismanagement at Prudhoe Bay, the nation's largest oil field, was a major cause of the 200,000-gallon spill in March, 2006, US Attorney Nelson Cohen said in a news conference. "The company failed to invest enough money, in time and

people, to maintain the integrity of the pipeline," Cohen said. The spill was the largest ever in the North Slope fields, which border the Arctic Ocean. The agreement was one of several struck between the London-based oil and gas giant and federal investigators in the resolution of probes across the US. "These agreements are an admission that, in these instances, our operations failed to meet our own standards and the requirements of the law. For that, we apologise," BP America Chairman and President Bob Malone said in a statement. In Alaska, federal attorneys said the company had admitted its failure to adequately monitor and clean its transit pipelines despite the challenging operating conditions in the Arctic oil fields it co-owns with Exxon Mobil Corp and ConocoPhillips. BP operates the fields on behalf of all the owners. "BP cut corners with disastrous consequences and is being held to account," Acting US Attorney General Ronald J. Tempas for the Environment and Natural Resources Division said in a statement. BP agreed to a \$12 million federal fine and three years probation. Another \$8 million will be split evenly between the state of Alaska and the National Fish and Wildlife Foundation for Arctic environmental research. The fine is the largest ever levied for an environmental misdemeanour in Alaska, Cohen said. It takes into account the money BP should have spent to properly maintain the pipeline, as well as a prior felony against the company when a contractor illegally dumped waste oil and other toxic substances at the North Slope's Endicott field in 1999, Cohen said. Using interviews with scores of North Slope employees and thousands of documents provided by the company, investigators traced the crude oil spill in March, 2006, to poor maintenance of a transit pipeline, Cohen said. The pipe was corroded, with a hole the size of an almond caused by bacteria living beneath a build-up of sludge, according to Cohen. The microbes produce an acid that eats away at the pipe. The sludge, which BP should have removed, protects them from being swept away by the flow of oil, Cohen said. The incident was followed in August, 2006, by a 1,000-gallon oil spill, forcing BP Exploration Alaska Inc to temporarily halve its Prudhoe Bay production to less than 200,000 gallons a day. Justice officials said BP would not be charged for the August incident because it had co-operated fully with the investigation. The state is still pursuing a civil case against the company, said Attorney General Talis Colberg.

TABASCO STATE, MEXICO

London, Oct 31 — Petroleos Mexicanos's natural gas pipeline exploded in Tabasco state in southern Mexico, Reuters reported, citing Oscar Ferrer, mayor of the city where the blast occurred. The blast didn't pose any "risk" to the population, Ferrer told

local radio, Reuters said. The 16-inch pipeline of the company known as Pemex ran between the states of Veracruz and Tabasco, the report said.

Pollution**LOS ANGELES, CALIFORNIA, UNITED STATES**

See *Ville d'Aquarius* under "Marine."

OKATO AREA, NEW ZEALAND

London, Oct 26 — A press release, issued by Maritime New Zealand, dated Oct 25, states: Maritime New Zealand's Marine Pollution Response Service (MPRS) is working closely with Taranaki Regional Council following oil washing up along a stretch of the Taranaki coastline west and south of Okato. MPRS General Manager, Nick Quinn, said today an environmental analyst and response planning officer arrived at the site this morning to assist the Council's response team. The environmental impact will be continually assessed by experts but preliminary observations indicate there will be minimal impact given the rugged nature of the coastline and limited number of species living there. Mr Quinn said that at this stage MNZ is helping to identify the exact type of oil which has been washed up on to the beach. Once the oil type has been confirmed, he said a trajectory mapping system would be able to provide more accurate data on the likely location of the oil spill, and when it occurred. iOil samples from two offshore platforms have been gathered and are being sent away to Australia for analysis. This task is being treated with urgency, said Mr Quinn, adding that until the oil type was positively identified, it is very hard to begin the elimination process of possible sources. "Many things have to be taken into account such as identifying maritime traffic in the area over the past week and of course, given the area, any activities which may have taken place at offshore oil fields," he said.

POTI, GEORGIA

See *Max* under "Seizures & Arrests."

Weather & Navigation**AUSTRALIA**

London, Oct 28 — A press report, dated today, states: The bill for the massive salvage operation to refloat bulk carrier *Pasha Bulker* in New South Wales has come to \$2 million. The vessel ran aground on Nobbys Beach at Newcastle in June, during wild storms which lashed the state. The vessel became a tourist attraction

until it was finally towed out to sea almost a month after running aground. The vessel's owners, Fukujin Kisen, said at the time the bill would be covered by insurance and would not fall to taxpayers. NSW Ports Minister Joe Tripodi said the bill included costs incurred by all agencies involved in the operation and would be presented to the insurer as soon as possible. "The government's focus during the operation was on safety and protecting the marine environment," Mr Tripodi said in a statement. "The success of the refloating is a tribute to Newcastle Port Corporation, which immediately mobilised resources and equipment from around NSW and Australia. The claim will be presented to the insurance company as soon as it is finalised." The total cost came to \$1,949,075, which included more than a million dollars in costs lodged by the state-owned Newcastle Port Corporation, \$42,199 for the Port Kembla Port Corporation, \$760,564 for the Sydney Port Corporation, \$53,281 for NSW Maritime, \$43,204 for police, \$24,249 for Newcastle Council and \$6,683 for Mr Tripodi. NSW Maritime is investigating the incident.

GULF OF MEXICO

London, Oct 25 — A Pemex press release, dated Oct 24, states: Petroleos Mexicanos reported the latest data available from the accident at the platform *Usumacinta*: Of the 86 people involved, 61 have been rescued and are out of danger. The number of workers who lost their lives is so far 18: four worked at Pemex, seven in the Central Drilling Company, four in Sercomsa, one in Morrison Tide and two have not yet been identified. Rescue efforts are continuing in search of the seven employees who have not been accounted for. It is important to mention that the leakage is mainly gas that goes into the atmosphere, so that leakage of oil into the sea has been less than what was originally anticipated.

Mexico City, Oct 25 — Mexican navy rescue teams scoured rough seas in helicopters and vessels today for four missing oil workers who leapt off an offshore drilling platform damaged in a powerful storm that left 19 dead. The platform began leaking oil and gas when it lurched onto its side in high winds and collided with an adjacent rig late on Tuesday (Oct 23) in bad weather triggered by a severe cold front. The fleeing workers were tossed about in emergency rafts and battled waves up to 20 feet high. President Felipe Calderon flew to the area today to visit survivors in hospital as helicopter teams flew low over the ocean to search for the four missing men. Nineteen workers have been confirmed dead and 63 were rescued. State-owned oil monopoly Pemex said it would open an investigation into why the platform, which is fixed to the sea bed and should withstand gale-force winds, had tilted over. Weather conditions were calmer today and Mexico's three biggest oil ports — Coatzacoalcos, Dos Bocas and Cayo Arcas ports — reopened after being

shut for two days. Pemex said rescue crews had not given up on their search for the four missing workers from the *Usumacinta* platform in the Kab oil field in the southeastern Gulf of Mexico. Survivors told harrowing tales of jumping into life rafts in 80 mph winds after the collision caused crude oil and natural gas to spurt from damaged pipes. The reopening of ports today should limit the impact of the delayed oil shipments on U.S. buyers, Pemex said. However, while the oil leak was now plugged, it could take up to five days to seal the natural gas leak. Pemex could not say how much oil had leaked into the sea but the platform normally produces 3,500 barrels per day. — Reuters.

London, Oct 27 — PEMEX Bulletin No.146, dated Oct 26, states: Following days of intense search in the Campeche Sound, Pemex reported that the bodies of two workers were located, which unfortunately increases to 21 the number of people killed by accident on the platform *Usumacinta*. PEMEX regrets the death of workers, both the company and the service companies and will continue with the work of searching for the last two workers. Moreover, it announced that a team of workers from Pemex Exploration and Production arrived at the platform Kab-101 to perform the inspection of the wells and Kab Kab-101-121, in order to implement the work plan for total control of the leakage of oil, mainly gas, once weather conditions permit. According to the first reports derived from the observation of specialists, the well Kab-101 is under control and valve storm, which is 150 meters below the team operates satisfactorily. The tree valves pit Kab-121 also was affected and presents gas leak and to a lesser extent oil. Based on the foregoing, the repair plan by Pemex consist of: (1) Installing a safety valve in the well Kab 101 and (2) Making connections for the injection of fluid control the pit Kab 121. The time to achieve full control of the facility will depend on weather conditions and swell in the area, as well as the difficulties that will have to intervene wells under conditions of risk, by the presence of sulfide gas in the atmosphere.

London, Oct 27 — A press report, dated Oct 26, states: Mexican President Felipe Calderon has ordered an inquiry after an accident on offshore oil platform *Usumacinta* in the Gulf of Mexico. Huge waves knocked the platform onto its side and into a drilling rig, setting off gas and oil leaks. One survivor told Mexico's Televisa network that they only abandoned the platform after the leaking gas became unbearable and they had no air left in their emergency breathing devices. Pemex said it would take several days to control the leaks but that the spill of crude oil was less than originally thought.

London, Oct 28 — PEMEX Bulletin No.148, dated Oct 27, states: PEMEX reported that until 1800 today have been located the bodies of 21 workers who were victims of the accident at the

platform *Usumacinta*. Investigations into the cause of the accident will be conducted in accordance with the laws which will mark the competent authorities and oil Mexicans contribute fully in them. Moreover, due to the entry of frete cold number 5, Pemex Exploration and Production withdrew today to specialist staff was on the platform *Usumacinta* doing the repair work in the pit Kab 101. During the time that the staff remained on board in advanced placement control valves and connections to inject cement. It is noteworthy that more than 200 platforms installed in the Campeche Sound, continue to work normally. Lastly, PEMEX reported that environmental protection staff conducted inspection flights to locate the area of the oil spill, and placed booms and confining it to proceed with its recovery and dispersing powders with biodegradable chemicals.

London, Oct 28 — PEMEX Bulletin No.149, dated Oct 27, states: PEMEX Refining reports that today was achieved recover approximately 143.600 liters of Gasoleo Vacuum in the area affected by the oil spill. The rehabilitation and sanitation involved 551 people from the different units involved in such tasks (PEMEX, the Mexican Navy, Civil Protection of the State, companies and contractors wherever boaters). During the five have been placed containment barriers in the creek Hondura, Ocochapa, Cuacotla, refinery and Minatitlan in Coatzacoalcos Bridge II. It is important to note that the recovery of spilled oil has been achieved using mechanical means such as tug IPemex I, the Chalan PQ3, containment barriers, cords oleofilicos and absorbent particles that are used for the absorption of the product. For its part, since yesterday, the state government carries out the important work of potable water to affected communities in the municipalities of Jaltipan, Minatitlan, Coatzacoalcos, Texistepec and Jesus Carranza. Also, Civil Defense continues response to the population through the delivery of pantries to the villagers, while the Health Sector maintains 12 medical teams in the area to provide the care needed. Finally, PEMEX has completed the repair work of the affected product, and are carrying out test pumping at low pressure to initiate operations and supply the product to the Salina Cruz refinery, which is currently being supplied by the alternate 48-inch pipeline. It is important to note that since the beginning of the emergency plan was activated local contingencies port of Coatzacoalcos. PEMEX just appreciation and gratitude to the government of the state of Veracruz, federal authorities and the municipalities for their support during this contingency. Petroleos Mexicanos will continue to report on the progress of the remediation work of the affected area.

London, Oct 30 — PEMEX Bulletin No.151, dated Oct 28, states: (1) Crew Platform *Usumacinta*: Petroleos Mexicanos reported that according to

the most recent revision of the victims of the accident at the platform Usumacinta 63 workers alive, 21 dead and one missing. (2) Research: Investigations into the cause of the accident will be conducted in accordance with the provisions specified by the competent authorities and Petroleos Mexicanos provide all the information it requested. Already found in the area inspectors of the Ministry of Labor and Social Security. (3) Repair pit Kab 101: Unfortunately, due to the cold front entrance number 5, Pemex Exploration and Production, PEP, retired personnel specialist who was on the platform Usumacinta repairing the leak in the Well Kab 101: It should be noted that during the time that this was a personal board placed a control valve, as well as connections to inject cement. (4) Situation environmental: Also, the bad weather caused the suspension of the proceedings of dispersion of the oil spilled. In this sense, environmental protection personnel had already placed containment barriers and overflights in the area have found that the spill was smaller than expected. Also in the area of personnel Profepa which will be the authority to determine the extent of the spill. (5) Production: Furthermore, due to the cold front entrance of the number 5, PEP closed today announced that wells that produce a total of 200 thousand barrels in the next few hours will close more wells will reach a production deferred 400 thousand barrels more.

London, Oct 30 — A press report, dated Oct 29, states: Stormy weather in the Gulf of Mexico forced Petroleos Mexicanos to reduce crude production by a total of 600,000 barrels today and suspend efforts to fix a damaged valve line still spewing oil and natural gas almost a week after a platform-rig collision. PEMEX was forced to withdraw repair crews trying to inject cement into the line and contain the resulting spill, while the closure of Gulf ports forced the shutdown of 200,000 barrels of oil production yesterday and an additional 400,000 today. The production won't be resumed "until the weather clears, until the ports open," said PEMEX spokeswoman Martha Avelar. Offshore platforms like the one hit by a drilling rig last week normally send oil into holding tanks at Gulf seaports, where tankers ship it out. Because the storms prevented ships from getting into or out of port, oil began to pile up at seaports, exceeding the company's capacity to store it and triggering the production shutdown, equivalent to almost one-third of PEMEX's average daily export production of 1.7 million barrels, or one-fifth of overall production of 3.1 million barrels. "As soon as the storm passes, ships will arrive to transport the oil for export, and the wells will be opened to resume production at the levels we had," said Carlos Morales, PEMEX director of Exploration and Production. Crude oil futures climbed higher this morning, driven in part by news of the production shut-ins. Aerial photos showed relatively thin ribbons

of oil coating the Gulf waters, which ships had surrounded with containment booms. The original plan - to sprinkle the oil stains with chemicals that disperse or break down the oil - was interrupted by the rough weather. PEMEX denied that the crude, which it said was still far out at sea, had washed ashore on beaches in the Gulf coast state of Tabasco. The company said that crude found on some of that state's beaches was the result of natural wellsprings of oil that sometimes appear in stormy weather. However, the office of the Attorney General for Environmental Protection said some of the spill had proved hard to control and was approaching the coast in the neighboring state of Campeche, to the east, noting that "more crude than originally expected may reach the coast." PEMEX also was struggling with another spill, in the Jaltepec and Coatzacoalcos coastal rivers, where an estimated 10,000 barrels of oil products leaked from a land pipeline in which a crack appeared on Wednesday. The company said it had set up five successive containment barriers to prevent that spill from reaching the city of Coatzacoalcos or the Gulf. But some communities farther upstream saw their supply of drinking water cut off, and the government was supplying bottled water and food to them. On Sunday, Pemex said 551 workers, aided by contractors, civilians and Navy personnel, had managed to scoop up about 270,600 liters, (71,487 gallons) or about 1,700 barrels, as well as oil-soaked plants and bags of containment material soaked with oil. PEMEX said the spill was in the process of being contained, but local officials reported that the rough weather had made the river rise and carried some of the oil to beaches around where the Coatzacoalcos river runs into the Gulf. Ranulfo Marquez, the assistant secretary of civil defense for Veracruz state, said that about 4,000 barrels of the 10,000 originally estimated to have spilled from the pipeline had been carried down the Coatzacoalcos river, with some of it appearing on the port city's Gulf coast beaches. The office of the Attorney General for Environmental protection said the spill had affected 3 to 4 kilometers of streams and 10,000 square meters of grassland.

London, Nov 1 — PEMEX Bulletin No.153, dated Oct 30, states: Continuing closed ports of Dos Bocas and Pajaritos and ships almacenadotes FPSO and FSO in the Gulf of Mexico: Since this noon, PMI Comercio Internacional resumed work loading crude export buquestanque at Cayo Arcas, which will allow Pemex Exploration and Production, PEP, gradually resume oil production in the Campeche Sound. In the early morning hours of tomorrow, PMI expects to resume shipments of oil through the port of Pajaritos.

London, Nov 1 — PEMEX Bulletin No.154, dated Oct 30, states: PEMEX Refining reports that have so far been able to recover 373.880 liters of gasoleo

vacuum on rivers Jaltepec and Coatzacoalcos, ie 70,000 more than it reported yesterday. Through the containment barriers have recovered 679 cu m of water hyacinth and approximately 1.100 bags cord oleofilico. It is estimated that about 90% of the product spilled into the river has been recovered. It can be said that there is no pollution at sea. However, it must be endorsed by the competent authorities. It has increased the staff working in the rehabilitation and restoration of the affected area in order to accelerate those efforts. PEMEX Refinery believes that the work of attention to the contingency will be completed on November 2 and thereafter will be determined by the appropriate authorities, the activities of remediation needed in the area.

TROPICAL STORM "NOEL"

London, Oct 29 — A press report, dated Oct 28, states: Tropical storm "Noel" formed over the Caribbean today and forecasters warned the slow-moving system could send flash floods gushing down stripped hills in Haiti before it heads on to Cuba. The strengthening storm poses a serious threat to impoverished Haiti. "Noel" had sustained winds of about 60 mph and was expected to strengthen further, according to the U.S. National Hurricane Center in Miami. It was moving north-north-west at roughly 5 mph, which would bring the storm's center near the south-eastern peninsula of Haiti late today. A tropical storm warning was issued for the entire Haitian coastline and parts of neighbouring Dominican Republic's southern coast. Forecasters said "Noel," with tropical storm force winds fanning 115 miles from its center, could dump 12 inches of water on the island of Hispaniola, south-eastern Cuba and Jamaica. A tropical storm warning and a hurricane watch were issued for south-eastern parts of Cuba. A long-term forecast carries the storm across Cuba and toward the Bahamas. At 1700, EDT, the center was roughly 125 miles south-south-east of Port au Prince, according to U.S. forecasters. The Dominican Republic's national meteorological office told ships to stay in port today, while Puerto Rico also posted flash flood warnings.

Santo Domingo, Oct 29 — During tropical storm "Noel" Liquid Petroleum Gas Carrier *SCF Tomsk* (23500 gt, built 2007) broke its moorings at the CBM at the port of San Pedro de Macoris at about 0530, local time, Oct 29, and was driven shorewards towards Juan Dolio where it grounded heading in an easterly direction, on a rocky beach, about 150 feet from the shore. Vessel currently pounding in heavy seas, main generators are reportedly silted up and vessel is running on emergency power expected to last until early hours of Oct 30. Salvage and anti-spill measures are being mobilized at present. — Lloyd's Agents.

Santo Domingo, Oct 29 — Tropical storm "Noel" hit the port of San Pedro de Macoris, Dominican Republic, on Oct 28 causing vessels to break

moorings and sustain damages. Bulk carrier with container capacity *Merit* (30987 gt, built 1977) and product tanker *Spotless* (28223 gt, built 1991) both sustained hull damages, as yet unassessed, as a result of breaking moorings at San Pedro. — Lloyd's Agents.

London, Oct 30 — The National Hurricane Centre, Miami, reports: At 0200, EDT, today, tropical storm "Noel" moving very close or over the north coast of Cuba. A tropical storm warning is in effect for the Cuban Provinces Of Ciego De Avila, Camaguey, Las Tunas, Holguin and Guantanamo. A tropical storm warning remains in effect for the central and south-eastern Bahamas. A tropical storm watch remains in effect for the north-western Bahamas. At 0200, EDT, 0600, UTC, the tropical storm warning for the Turks and Caicos Islands has been discontinued. At 0200, EDT, the center of tropical storm "Noel" located near lat 21.2N, longi 75.6W. "Noel" has been moving toward the WNW near 13 mph during the past few hours. However, "Noel" is expected to turn to the NW later today. Maximum sustained winds have increased to near 55 mph with higher gusts. Tropical storm force winds extend outward up to 175 Miles.

London, Oct 30 — A press report, dated today, states: Tropical storm "Noel" moved across Cuba on Tuesday (Oct 30) and drew closer to Florida after causing flooding and mudslides that killed at least 20 people elsewhere in the Caribbean. Forecasters projected the storm would emerge over water on Wednesday near Cuba's Cayo Coco resort area, turn northeast toward the Bahamas and strengthen. The US National Hurricane Centre in Miami warned people in southeast Florida to monitor the storm. "Noel" had been forecast to hit Haiti hardest but veered toward the Dominican Republic on the eastern side of Hispaniola Island, apparently catching residents off guard Monday. The Dominican Republic's entire power system crashed early Monday, plunging 9.4 million people into the dark for about two hours, said Radhames Segura, vice-president of the state-owned electric company. Manuel Antonio Luna Paulino, president of the Dominican Republic's National Emergency Commission, said at least 20 people had died and another 20 were reported missing. They included three dead when they were swept up by a fast-moving river in San Jose de Ocoa, southwest of the capital. Three more, a couple and their child, were killed in a mudslide in the port city of Haina, officials said. International aid workers said the death toll is certain to rise as reports come in from remote areas of the Dominican Republic and Haiti. There were no immediate reports of deaths or major damage in Cuba. At 1100, EDT, "Noel" was centred about 65 kilometres east-southeast of Camaguey, Cuba, and moving west at about 20 kilometres an hour. Maximum sustained winds were around 70 km/h, down from just under 100 km/h earlier.

London, Oct 31 — Preparations are progressing to refloat Liquid Petroleum Gas Carrier *SCF Tomsk*, which grounded on the coast of the Dominican Republic on Monday (Oct 29) during tropical storm "Noel". At the time of the incident the vessel had 5,000 tonnes of cargo remaining on board after completion of cargo operations at San Pedro de Marcoris and remained on the moorings due to poor weather conditions. Her moorings parted in the worsening storm and she grounded on the nearby coast. Novoship (UK) Ltd, managers of *SCF Tomsk*, report that a Salvage Master from leading US salvor Titan has completed his first inspection of the vessel. Tugs are being mobilised, to achieve a refloating later in the week. Reports from *SCF Tomsk* confirm that all on board the vessel are safe and uninjured. There is no pollution and all cargo tanks are intact. There is some damage to three ballast tanks and the Salvage Plan provides for dewatering these spaces and redistributing cargo, by internal transfer, to assist the refloating attempt to be made by three tugs. The refloating will involve two local tugs and two further tugs now making for the scene. The first of the local tugs, the *Tamiyo*, is already attending the *SCF Tomsk*. In addition, salvage equipment has been flown in from Florida and loaded on the offshore supply vessel *Midnight Chief* at San Juan, Puerto Rico, and this vessel is now also heading for the scene.

London, Oct 31 — A press report, dated today, states: Floodwaters and mudslides spawned by tropical storm "Noel" have killed at least 48 people in the Dominican Republic and Haiti, officials said Wednesday (Oct 31) as the storm's centre spun slowly across Cuba. Forecasters projected the storm would emerge over water later Wednesday near central Cuba and head northeast toward the Bahamas. Residents of southeastern Florida were advised to monitor the progress of "Noel", which could pass close to the state over the next few days. At 0800, EDT, "Noel's" top sustained winds were near 65 kilometres an hour, down from near 100 km/h Tuesday, according to the US National Hurricane Centre. Its centre was about 100 kilometres north-northwest of Camaguey, Cuba, and some 300 kilometres south-southwest of Nassau, Bahamas. Forecasters said some strengthening of the storm could occur over the ocean as it pulls away from Cuba. "Noel's" outer bands pounded Hispaniola on Tuesday evening even as the storm moved away from the island, which is made vulnerable to flash floods and landslides because of its many denuded hillsides. In the Dominican Republic, almost 12,000 people were driven from their homes and nearly 3,000 homes were destroyed, while collapsed bridges and swollen rivers had isolated 36 towns, said Luis Luna Paulino, an emergency services spokesman. Late Tuesday, Luna raised the Dominican death toll upward to at least 30 from 16, but did not release specifics of the deaths. Earlier in the day he

acknowledged miscalculating a previous toll. In neighbouring Haiti, the death toll rose to 18. In Port-au-Prince, thousands slogged through waist-high water that turned streets into brown rivers, carrying their last remaining possessions as they fled deluged shacks and makeshift homes. Storm refugees were brought by the truckload to the dense seaside slum of Cite Soleil, where they were packed into two schools and given food by volunteers. About 2,000 people were evacuated from homes from the southern coastal city of Jacmel, where at least 150 residents were stranded on rooftops. In Cuba, the government said about 1,000 homes had suffered damage, 2,000 people had been evacuated from low-lying areas across the island and schools were closed for several thousand students. Bahamian authorities closed most government offices and lines formed at grocery stores and gas stations in Nassau, the capital. Rain from the outer bands of the storm forced tourists to cover themselves in trash bags or huddle for shelter in doorways. "We're expecting a lot of rain and for conditions here to deteriorate starting tonight," Jeffrey Simmons, deputy director of the Department of Meteorology in the Bahamas, said Tuesday. Warnings were in effect for rough surf for much of South Florida, including the Miami area, as waves were already pounding the region's beaches. Residents of a waterfront condominium in South Palm Beach, Fla., were urged to evacuate after pounding surf destroyed a retaining wall that had been damaged earlier this month in another storm.

Political & Civil Unrest



NIGERIA

London, Oct 26 — A press report, dated today, states: Gunmen kidnapped six workers from an Italian oil production facility off the coast of Nigeria today, forcing Italy's ENI to halt production of 50,000 barrels per day, authorities said. It was the second kidnapping from an offshore oilfield in Nigeria in one week, undermining a five-month ceasefire by armed groups which had raised hopes for peace talks with the government. The gunmen overpowered an oil industry vessel shortly before dawn and used it to board the nearby Mystras oil production facility, operated by Saipem and SBM Offshore. Attackers managed to climb on board non specific tanker *FPSO Mystras* (76053 gt, built 1976) and seized six workers, whose nationalities are Polish, Filipino and Nigerian. Another Nigerian worker is reported to have suffered a slight leg injury. *FPSO Mystras* floating production, storage and offloading (FPSO) vessel pumps oil from the Okono Okpoho field. Industry sources said output had been stopped. The

Nigerian Navy dispatched a vessel to the area, located about 20 miles (32 km) south of the Bonny Island oil and gas export complex.

London, Oct 27 — A press report, dated Oct 26, states: Gunmen in speedboats kidnapped six people from an oil vessel off Nigeria's coast at dawn today, the second attack on petroleum workers this week, officials said. The Polish, Filipino and Nigerian workers were seized from vessel *Mystras*, some 50 miles offshore, Italian energy giant Eni SpA said on its Website. Another Nigerian worker was reported to have been wounded in the leg, the statement said. Militants have kidnapped more than 150 foreigners this year to press their demands for local control of oil revenues. The attacks since late 2005 have cut Nigeria's regular output by about 20%, helping send crude prices towards all-time highs. Locals have for years demanded a greater share of the wealth in Africa's largest crude producer, and the region remains desperately poor despite its great natural bounty. The government of President Umaru Yar'Adua has stepped up efforts to maintain calm in the Niger Delta, and violence has waned since he took power on May 29. However, the latest attacks could set back plans for formal talks between the government and the main armed groups. A militant group, the Movement for the Emancipation of the Niger Delta, claimed responsibility for today's attack. Also this week, MEND said it was responsible for an attack last Sunday (Oct 21) on an offshore oil field operated by Royal Dutch Shell. Militants kidnapped seven workers — Nigerian, British, Croatian and South African — but released them after two days. The group, which threatened last month to resume attacks after one of its leaders was arrested in Angola, vowed to continue the violence.

London, Oct 31 — A press report, dated Oct 30, states: Nigerian kidnappers have released six hostages seized on Oct 26 from an Italian offshore oil production facility. Rebel group the Movement for the Emancipation of the Niger Delta (MEND) had claimed responsibility for the attack on the *Mystras* vessel, located 53 nautical miles offshore and operated by Eni unit Saipem and SBM Offshore. "The Saipem hostages have been released. All are in good health," said one of the private security contractors.

Lagos, Oct 31 — Nigerian rebels killed a naval officer and wounded at least six others in dawn raid on a navy vessel in the oil producing Niger Delta, security sources said on Wednesday (Oct 31). The raid on NNS *Obula* on the Pennington River came just hours after the Movement for the Emancipation of the Niger Delta (MEND) freed six foreign workers it seized on Oct 26 from an offshore oil facility operated by Saipem, a unit of Italy's Eni, and SBM Offshore. The navy gunboat was assigned to guard the EA offshore oilfield operated by Royal Dutch Shell in the state of Bayelsa, but was not at the field when the attack occurred,

security sources said. "The vessel was in transit near the Pennington River. One naval personnel was killed and at least six others injured," said one security source who works for a Western oil company in the delta. MEND, which had also claimed responsibility for last week's attack on the EA offshore oilfield, when seven contract workers to Shell were abducted for two days, said the latest raid was to show that the Nigerian military was incapable of protecting oil installations. "The attack was to again prove to the oil majors and the Nigerian government that the presence of the Nigerian military in the Niger Delta cannot deter an attack nor provide protection to oil facilities when we decide to attack them," MEND said in an email statement to the media. The group, which says it is fighting for greater control over the region's oil wealth, also claimed responsibility for the Oct 26 attack on the *Mystras* vessel, located 53 miles (85 km) offshore and operated by Eni, shutting 50,000 barrels of oil per day output. — Reuters.

Labour Disputes



FRANCE

London, Oct 25 — A press report, dated today, states: Air France said no long-haul flights and only 10% of medium-haul flights would be hit by a strike that began today after negotiations about salaries and working conditions stalled. However, staff unions said disruption would be more widespread than the company suggested. "All long-haul flights will be leaving and 90% of medium-haul flights will leave. So we have nothing to add to what we have already announced," an Air France spokesman said. The CGT union said that at least "60% of staff were on strike on medium-haul flights." The union has estimated the strike could cost Air France as much as 100 million euros a day. At the heart of the dispute is the renegotiation of a framework agreement on salaries and working conditions due to expire at the end of 2007.

London, Oct 27 — A press report, dated Oct 26, states: Air France expects to cut almost a third of its flights over the weekend (Oct 27-28) due to a cabin crew strike over pay and working conditions, the airline said today. "In the coming days, Air France estimates being able to run 70% of its flights," the company said in a statement on the second day of a five-day strike due to last until Monday. Air France called for dialogue with unions but it said it had taken legal action seeking damages from three unions it said had broken a strike truce agreement. The strike affects particularly medium-range flights. The CGT union said 80% of cabin crew operating from Orly airport and 60%

from Roissy had joined the strike. Air France said it was ready to discuss pay and working conditions but proposals had to be compatible with the stability of the group in the medium and long term. Air France said on Wednesday it would reimburse tickets on cancelled flights if no alternative route could be found. It said 83% of its flights had taken off yesterday, the first day of the strike.

London, Oct 27 — A press report, dated Oct 26, states: Air France will sue unions representing its cabin crews for alleged damages from the workers' ongoing strike, sources at the unions and at Air France told Agence-France Presse. Union representatives said Air France management was suing them for non-compliance with rules governing strikes.

London, Oct 27 — A press report, dated today, states: Negotiators went back to the table for talks today while frustrated Air France passengers hoped their flight would not be among the at least 30% cancelled on the third day of a flight attendants strike. The strike over pay and working conditions was expected to last through Monday (Oct 29) if an agreement was not reached. It coincided with the first day of a holiday period for the French, creating chaotic scenes at Paris' two airports, Charles de Gaulle and Orly. Air France said it hoped to maintain about 70% of its flights, but unions suggested less were functioning. Talks yesterday evening reopened today and an outline for an accord was reached but quickly rejected by unions as too vague.

London, Oct 28 — A press report, dated Oct 27, states: Travellers at Paris airports faced more misery over the weekend (Oct 27-28) as Air France cabin crews vowed to continue to strike over pay and working conditions. The strike has caused chaos. The situation became serious enough for the government to intervene today, saying it wanted the airline to reach an agreement with the protesting workers as soon as possible. "Without wishing to intervene in this dispute which is an internal Air France matter, Transport Minister Dominique Bussereau wishes to express the government's desire for negotiations between Air France management and the unions to conclude with an agreement as soon as possible," a spokeswoman for Bussereau said. The dispute centres on the renegotiation of a framework agreement on salaries and working conditions due to expire at the end of 2007. Air France said in a statement it remained open to further negotiations. The company said that as of 1500, UTC, today, it had operated around 65% of flights for that day. It said it expected to operate more than 60% of flights tomorrow and at least 70% of flights on Monday.

London, Oct 29 — A press report, dated Oct 28, states: Air France-KLM Group SA cancelled about 40% of its flights from French airports today, stranding thousands of passengers for the fourth consecutive day as talks with striking cabin crews stall. "We think we can maintain more than 60%

of our flights,” spokeswoman Veronique Brachet said. “We have not planned any meeting with the unions today.” Air France, was forced to cancel 444 flights out of 1,263 yesterday as cabin crews walked out to support claims for pay raises and night bonuses. It had to cancel 367 flights out of 1,308 this morning. Eighty-four per cent of flight attendants have joined the action, the CGT union said. A group of five unions, which say they represents about 61% of the company’s flight attendants, voted to carry on the strike, a joint statement from the group said today. The plan is for the strike to continue through tomorrow. Air France aims to maintain at least 70% of its flights tomorrow, trying to reroute passengers with other airlines including its SkyTeam alliance partners, Brachet said. Air France said it will reimburse customers for cancellations.

London, Oct 30 — A press report, dated Oct 29, states: Air France flights were disrupted today by a fifth day of strikes by flight attendants. The company’s chief executive said traffic would start improving tomorrow. Some 30% of today’s flights were canceled, the company said. Tomorrow, 10% of flights are expected to be affected as traffic starts returning to normal, said Jean-Cyril Spinetta, chairman and CEO of the Air France-KLM Group. “Starting tomorrow we will provide 90% of flights,” he told RTL radio. Air France has pledged to reimburse passengers unable to find suitable travel alternatives. Flight attendants, who are striking over pay and working conditions, are expected to wrap up the protest Monday evening and propose negotiations with Air France starting tomorrow, Thierry Haas of the CFTC union said.

Fires & Explosions



CHEMICAL PLANT, DES MOINES, IOWA, UNITED STATES

London, Oct 29 — A press report, dated today, states: An explosion and fire Monday (Oct 29) at a chemical plant northeast of Des Moines sent plumes of thick smoke into the sky and forced officials to close two interstate freeways. Sheriff’s Chief Deputy Neil Schultz said one minor injury was reported and all the plant’s employees were accounted for. The explosion at the Barton Solvents plant was reported at 1315, and nearly two hours later was burning out of control, said A.J. Mumm, coordinator for the Polk County Emergency Management Agency. Flames and clouds of black smoke soared above the plant, and exploding barrels could be seen jetting into the sky. Mumm said 55-gallon barrels and 300-gallon tanks were exploding and that there were concerns about loaded rail cars and truck tanks on the site. Police closed Interstates 80 and 235 near the fire. Barton Solvents

Inc. is a wholesale distributor of industrial chemicals, oils and surfactants under the Barsol trade name. The Des Moines-based company has distribution facilities in Iowa, Kansas, and Wisconsin.

OIL REFINERY, STANFORD LE HOPE, ESSEX, UNITED KINGDOM

London, Oct 31 — A press report, dated today, states: Emergency services are at the scene of a fire at an oil refinery in Essex amid reports of an explosion. Crews were called to the Petroplus Coryton refinery, near Stanford le Hope, at about 1130, GMT. Essex Fire Service said the fire was on the ground floor of a tower and flames were 100ft up a column. The service said foam was being used to tackle the blaze. Police said there were currently no reports of any casualties.

London, Oct 31 — The Coryton oil refinery is in lock-down after an explosion earlier today. All staff are reported safe and the situation is under control. Effects on shipping are as yet uncertain.

REFINERY, TEXAS CITY, TEXAS, UNITED STATES

Houston, Oct 25 — While BP Plc has agreed to plead guilty to end criminal charges against the company for the deadly 2005 Texas City refinery explosion, individuals could still be prosecuted in the case, a prosecutor said today. “This investigation is continuing,” U.S. Attorney Don DeGabrielle told a Houston news conference, referring to the March 23, 2005, accident south of Houston that killed 15 people and injured more than 170. BP has agreed to plead guilty to one felony violation of the Clean Air Act and will pay a \$50 million criminal fine for the refinery explosion, the government said today. “One of our aspects of the plea agreement is that they will continue to co-operate, make employees available, make documents available, any evidence we need,” DeGabrielle said of BP. Earlier, he said his prosecution theory had been one of collective responsibility, that “different individuals were aware of different risks” leading up to the blast. “People up and down the management chain knew different things at different times and either failed to convey what they knew or didn’t fix things that were broken,” DeGabrielle said. — Reuters.

Aviation



ACCIDENT AT BUTUAN AIRPORT, PHILIPPINES

London, Oct 26 — A press report, dated today, states: A Philippine Airlines Airbus A320 overshot a runway and ploughed into a tropical forest while landing in the southern city of Butuan early today, injuring 19 passengers and crew members, officials

said. The aircraft, flying from Manila to Butuan, about 490 miles south-east of Manila, sustained extensive damage and came to a halt in a banana and coconut grove, airline spokesman Rolando Estabillo said. The aircraft had 148 passengers and crew. Nineteen people suffered minor injuries, said police Superintendent Elmer Doyo. The pilot and co-pilot suffered neck and nose injuries, and several people were taken to a hospital, Estabillo said. “Some have only anxiety reaction and had themselves checked,” Doyo said, adding that other injuries included scrapes and bruises. Estabillo said Butuan Airport would be closed until tomorrow while the aircraft and the runway were being inspected. Butuan airport manager Emmanuel Costelo said the aircraft’s two engines were damaged.

CRASH INTO LAKE SENECA, NEW YORK, UNITED STATES

London, Oct 29 — Piper Aerostar 601P, N717SB, privately operated, crashed into Lake Seneca, New York, under unknown circumstances and sank at 1727, local time, Oct 28. The aircraft was destroyed.

CRASH INTO SAN FRANCISCO BAY, CALIFORNIA, UNITED STATES

London, Oct 28 — A press report, dated yesterday, states: A father and son sustained only minor injuries today after their single-engined Beechcraft A35 crashed into San Francisco Bay near the San Mateo Bridge. The U.S. Coast Guard and fire officials said the aircraft went down at around 1130 hrs and that many witnesses saw the crash. A California Department of Fish & Game boat plucked the two people out of the water. The aircraft sank but the two survivors were able to swim away from the scene. Authorities said the pilot told them the engine died and would not restart.

London, Oct 29 — Beech A35, N505B, lost engine power and crashed into the bay at San Carlos, California, at 1730, local time, Oct 27. The two persons on board were rescued from the water. The aircraft sustained substantial damage.

CRASH, ATTLEBOROUGH AREA, NORFOLK, UNITED KINGDOM

London, Oct 27 — A press report, dated today, states: A two-seater aircraft has made a crash landing at an airfield in Norfolk. The aircraft was carrying two men when it crashed at Old Buckenham Airfield, near Attleborough, at lunchtime. The pilot and his passenger were able to walk away uninjured from the crash, a spokesperson for Touchdown Aero Centre, which runs the airfield, said. Fire crews were called to the scene to make the aircraft and surrounding area safe following the crash.

CRASH, BLENHEIM AREA, NEW ZEALAND

London, Oct 26 — A press report, dated Oct 25, states: Two men escaped with minor injuries after their light

plane crashed at Omaka Aerodrome near Blenheim this morning. The pair, a flight instructor and his student, walked away from the wreckage of their Cessna after overshooting the airfield on a landing approach and crashing into scrub about 200 metres from the end of the runway. One man was bruised and the other uninjured in the crash about 1035 hrs. The Cessna was left badly damaged with a smashed windscreen and bent nose. The Civil Aviation Authority will investigate the crash.

CRASH, BOYNTON BEACH AREA, FLORIDA, UNITED STATES

London, Oct 28 — A press report, dated today, states: A single-engine Piper PA-28 reported engine trouble and went down on a golf course west of Boynton Beach shortly after 2015 yesterday. Two people died in the crash, and a third person was taken to Delray Medical Centre, according to the Palm Beach County Sheriff's Office and county Fire-Rescue. The aircraft was returning from Opa-locka carrying an instructor and two students. It was rented from Kemper Aviation at Lantana Airport, according to officials. The aircraft sent a distress call to Palm Beach International Airport when it was about 4.5 miles south of Lantana Airport, reporting engine trouble. The aircraft crashed inside the Quail Ridge Country Club, a large private golf community, but the pilot managed to miss condos and trees and land on the golf course. The owner of the aircraft was listed as Day Trippin Airlines LLC of Olathe, Kansas.

London, Oct 29 — Piper PA-28-181, N8155C, operated by Day Trippin Airlines LLC, lost power and crashed onto a golf course at Boynton Beach, Florida, at 0012, local time, Oct 28. There were three persons on board, two were fatally injured, one sustained serious injuries.

CRASH, CASTLEWARDEN, KILDARE, IRISH REPUBLIC

London, Oct 26 — Eurocopter SA 313B N577AG, crashed near Castlewarden, Kildare, at 1540, Oct 24. The aircraft was destroyed. The one person on board was seriously injured.

CRASH, CEDAR CITY AREA, UTAH, UNITED STATES

London, Oct 29 — Piper PA-28R-200, N3971X, operated by Gold Seal Aviation LC, crashed under unknown circumstances 20 miles from Cedar City, Utah, at 0205, local time, Oct 26. The two persons on board were fatally injured. The aircraft was destroyed.

CRASH, GOLDEN AREA, BRITISH COLUMBIA, CANADA

London, Oct 29 — A press report, dated today, states: Search-and-rescue officials say a three-year-old girl survived an aircraft crash that killed her grandfather and another man near Golden, B.C., because she was strapped into a child's car seat. The girl, who suffered head injuries but is stable in hospital, has been reunited with her parents. The girl and her parents are to

be flown to the Alberta Children's Hospital in Calgary. The Cessna 172 was heading to Edmonton and had just taken off from Golden when it crashed into rugged forested terrain Sunday (Oct 28) in the Blaeberry River area. Rescuers say bad weather hampered search efforts and rescue technicians eventually had to be lowered down to the crash site from a private helicopter. The names of the victims have not been released and the cause of the crash is under investigation.

London, Oct 30 — Cessna 172L, C-GQZX, privately operated, took off VFR from Golden for Edmonton City Centre on Oct 28. The weather was poor with low ceilings and visibility. A severe lee wave SIGMET was in effect. The aircraft was located by a ground search in the Redburn Creek area about 10 nautical miles north of Golden. The pilot and one passenger were fatally injured. The second passenger sustained serious injuries.

CRASH, INVERMERE AREA, BRITISH COLUMBIA, CANADA

London, Oct 27 — A press report, dated today, states: Three people are dead after a single engine Piper Malibu crashed in British Columbia. The aircraft went down just after 1900, MT, yesterday, after the pilot reported he had lost engine power. The aircraft, was en route from Salem, Oregon, to Springbank, Alta., just outside Calgary. Search and Rescue officials said the pilot tried to glide to Fairmont, BC, but altered course to nearby Invermere. Then they lost contact with the aircraft. Satellite systems pinpointed the crash site in a mountain valley. Captain Aaron Twa, with B.C.'s Rescue Co-ordination Centre, said a Search and Rescue Cormorant helicopter arrived on the scene within 90 minutes. Three rescue experts were hoisted down into the valley where the Piper was spotted. "It is a valley adjacent to the Columbia River Valley so it's a relatively mountainous terrain with mountains into the 8,000 to 9,000 foot range," Twa said. The three passengers on board were all found dead.

London, Oct 30 — The privately operated Piper PA46-310P (Malibu), C-GTCS, was en route at 21,000 feet from Salem, Oregon to Springbank, Alberta, on an IFR flight plan on Oct 26. At approximately 55 nautical miles south west of Calgary, the pilot declared an emergency with the en-route controller indicating that the engine had failed. The aircraft was found 11 nautical miles east of Invermere, BC, in wooded terrain. The pilot and two passengers were fatally injured.

CRASH, OHAKUNE AREA, NEW ZEALAND

London, Oct 27 — A press report, dated today, states: Four people survived when their Cessna crashed in remote farmland near Ohakune. The aircraft took off from Taupo just after 1000 hrs. The crash occurred at 1130 hrs at Tangahoe, near the Whanganui River. The pilot was ferrying three hunters to a private airfield. He said

that, as he came into land, he caught a strong gust of wind, which pushed the aircraft sideways into a hill. The men managed to call for help from a cellphone. A rescue helicopter from Taupo responded to the crash. "They set the beacon off. We had a rough idea where they were but we were able to track their beacon directly to the scene, which was great," says Dan Harcourt, from Taupo Lion Foundation Rescue helicopter pilot. The men were taken to Waikato Hospital. Three had minor injuries, while one passenger suffered a possible back injury but this is not believed to be serious. The Civil Aviation Authority is now investigating.

CRASH, SAKAI, OSAKA PREFECTURE, JAPAN

London, Oct 28 — A press report, dated today, states: A helicopter crashed into a railway track in Sakai, Osaka Prefecture, yesterday, leaving both the pilot and the only passenger onboard dead, police said. The helicopter, owned by Osaka Aviation Inc, crashed in flames shortly after 1500 hrs around 300 meters from Asakayama Station on Nankai Electric Railway Co's Koya Line. There was no damage to trains or houses and factories near the railway track. The pilot, Katsuhiko Yamamoto, an Osaka Aviation employee from Kashihara, Nara Prefecture, and the passenger, Kazuki Yamamoto, were taken to hospital but both were confirmed dead, police said. At the time of the accident, the helicopter was making a demonstration flight for those seeking a helicopter pilot's license. Nankai Railway suspended operations on the Koya Line as an overhead wire was cut in the crash.

CRASH, SARPSBORG, NORWAY

London, Oct 30 — A press report, dated Oct 29, states: Three people escaped alive after their helicopter crashed upside down into a fuel truck carrying nearly 2,000 gallons of diesel today. The Robinson R44 had been filming a construction site in the town of Sarpsborg when it went out of control. It slammed upside down into the cab of the empty truck and just missed its main tank. Police spokesman Rune Arneberg said there had been no fire and no leak from the fuel tank. All three men climbed out of the wreckage on their own. One then lost consciousness and was flown to hospital in Oslo for examination. The pilot suffered minor injuries and that the third person aboard was unhurt. The cause of the crash is being investigated.

CRASH, STUART, FLORIDA, UNITED STATES

London, Oct 30 — A press report, dated today, states: Salvors last night were finally able to remove the remains of an aircraft that crashed into the St. Lucie River Wednesday (Oct 24). A salvage crew spent much of the day floating to the surface and pulling from the water the fuselage of Mark Molina's 1946 single-engine aircraft that he was

piloting when it lost power and plunged into the river east of Martin Memorial Medical Center. He and his passenger were unhurt. "It looks a lot worse than it is," said Molina as the battered Ercope 415-C was pulled from the water yesterday. The salvage crew used inflatable bags to lift the aircraft, which was upside down, off the bottom of the river. The wings had been removed during the weekend. They used their boat to tow the fuselage to the docks of High Seas Fabrications, a boatyard north of the Roosevelt Bridge. Today the aircraft will be trucked back to its home, the St. Lucie County International Airport north of Fort Pierce. Molina hopes to sell the remaining parts of the aircraft to raise enough money to cover the estimated \$3,500 to \$5,000 cost of the salvage operation.

CRASH, UREWERA AREA, NEW ZEALAND

London, Oct 27 — A press report, dated today, states: A pilot instructor has died in a single-engine Cessna 152 crash in remote mountain ranges in New Zealand's Bay of Plenty. The trainee pilot escaped with minor injuries. Police helicopters late yesterday searched the rugged Urewera Mountains for a Cessna 152 overdue on a training flight from Tauranga that had crashed into a remote gully near the Ngaputahi Summit. The 19 year-old trainee, Chris Snee from Mt Maunganui, was able to drag his critically injured 22 year-old instructor clear of the wreckage but she died at the scene. The pair were around 90 minutes into a scheduled two-hour training flight over the Bay of Plenty when the crash occurred. New Zealand's Civil Aviation Authority has begun an investigation into what caused the accident.

CRASH, WASHINGTON COUNTY, UTAH, UNITED STATES

London, Oct 28 — A press report, dated today, states: A Piper PA-28R-200 (Arrow II) crashed in a remote section of Washington County on Friday night (Oct 26), killing two people on board. Brothers Benjamin and James Timpson, of Centennial Park, Arizona, were on board the aircraft, said Benjamin Timpson's wife, Melissa. Authorities were working to make a positive identification of their remains last night and there was no indication of what caused the crash, she said. The aircraft departed from Bountiful Airport on Friday evening, bound for Colorado City, AZ. Melissa Timpson said her husband called her at about 1930, Utah time, to say he would arrive in Colorado City about 50 minutes later. Instead, the aircraft crashed in remote wilderness in the north-east corner of Washington County, about 30 miles north of Colorado City. It was unclear what time the aircraft crashed. Ladell Bistline, Colorado City airport manager, said he was contacted at 0400 yesterday about the aircraft. The wreck started a brush fire that firefighters contained yesterday afternoon. Bistline said other

pilots reported fog and visibility problems north of Colorado City on Friday night.

EMERGENCY LANDING, CHRISTCHURCH, NEW ZEALAND

London, Oct 30 — A press report, dated today, states: An Air New Zealand flight was forced to return to Christchurch this afternoon after its flaps failed to work and it had to abandon its landing in Wellington. Anxious passengers on board the Boeing 737-300 aircraft said the pilot told them of the flap trouble as they were about to make their approach into the capital. The pilot said the short Wellington runway meant it was safer to return to Christchurch where the aircraft landed without incident just after 1600. There were 86 passengers on board.

EMERGENCY LANDING, KASTRUP AIRPORT, COPENHAGEN, DENMARK

London, Oct 27 — A press report, dated today, states: The landing gear of an SAS turboprop aircraft collapsed on landing at Copenhagen's Kastrup airport today, but no one was seriously injured. None of the 44 people on the flight from Bergen was injured when the right main landing gear of the Bombardier made Q400 aircraft collapsed, Danish TV 2 quoted Copenhagen police as saying. Television images showed the aircraft tip and swerve to its right as it landed before coming to a halt with the fuselage intact. Sources said one of two runways at Kastrup airport was closed after the accident which took place around 1100, ET. The Scandinavian airline last month temporarily grounded its entire fleet of 27 Q400 aircraft, built by Canada's Bombardier, after two crash landings, one in Lithuania on Sep 12 and one in Denmark on Sep 9. Both incidents involved problems with the aircraft's landing gear, in which no one was seriously hurt. Sources quoted a spokesman for the Danish Civil Aviation Authority as saying the Scandinavian aviation authorities had issued a new flight ban on all SAS's Q400 turboprops, effective immediately, after today's accident. "Some of the aircraft are in the air at the moment in different parts of Europe, but when they land they will not be allowed to fly again," Thorbjorn Anker said. The Q400 is designed for regional services and carries up to 78 passengers. SAS, 50% owned by the governments of Sweden, Denmark and Norway, restarted Q400 flights this month after replacing part of the landing gear, and wants compensation from Bombardier to cover the losses. SAS cancelled hundreds of flights last month after the first two incidents and said it would seek compensation totalling about 500 million Swedish crowns (\$78-million) from Bombardier. The collapse of the main landing gear in the September incidents has been attributed to corrosion, but official investigations by Lithuanian and Danish authorities have not yet been completed.

London, Oct 29 — A press report, dated Oct 28, states: About 50 flights operated by Scandinavian Airlines Systems (SAS) were cancelled today after an incident that forced Danish authorities to ground for a second time part of the airline's fleet. "We have 42 cancellations today which will affect some 2,400 to 2,500 passengers," said SAS Denmark spokesman Mikkel Loendahl. The remaining cancellations were made by other companies in the SAS group. Yesterday, Danish civil aviation grounded all Dash 8-400 aircraft in the SAS fleet after one made an emergency landing at Copenhagen airport. According to Danish police cited by Ritzau news agency, the landing gear in the aircraft's right wing failed to deploy. The Danish Civil Aviation Authority (DCAA) announced the flight ban yesterday following a string of incidents since early September involving the aircraft made by Bombardier in Canada. SAS operates 27 of the 8-400s, which are used on many Nordic regional routes and for connections to close destinations such as Germany, Poland, Britain and Luxembourg. The SAS spokesman said the situation was "regrettable but we must face the fact that other cancellations will have to be made," adding that eight flights set for tomorrow would not take off. Loendahl could not estimate the cost of cancellations to SAS but said that during a previous grounding of the Q400, the airline group had asked the manufacturer Bombardier for compensation of 500 millions Swedish kronor (54 million euros, \$78 million).

INCIDENT AT CALGARY/SPRINGBANK AIRPORT, ALBERTA, CANADA

London, Oct 25 — Florida Jet Service Inc Learjet 55C, N177AM, was departing runway 25 at Calgary/Springbank on a flight to Minot, North Dakota. The aircraft used the full length of the runway and the main gear contacted the ground approximately 300 feet off the end of the runway. The flight diverted to Calgary International and landed without incident. Initial examination determined the aircraft had sustained substantial damage, as evidenced by a hole in the upper surface of the starboard wing, above the starboard main landing gear. The seven occupants were uninjured. Two TSB investigators were dispatched to Calgary.

INCIDENT AT KATOWICE-PYRZOWICE AIRPORT, POLAND

London, Oct 31 — Boeing 737, EC-HBM, operated by Air Europa, 125 occupants, was approaching Katowice shortly after midnight, Oct 28, in poor visibility conditions. The aircraft was cleared for a runway 27 approach. It descended too low and contacted approach lights which were positioned about 870 metres short of the runway threshold. The aircraft landed safely, but sustained damage to the No.1 engine and flap fairings.

**INCIDENT AT MALANG,
EAST JAVA, INDONESIA**

Jakarta, Nov 1 — An Indonesian aircraft skidded on the runway after it broke its front wheel while landing at an airport in East Java today, lightly

injuring five passengers, an airport official said. The Boeing 737 operated by private Indonesian carrier Mandala Airlines carried 89 passengers from the capital, Jakarta, to the city of Malang, airport official Suradi told Reuters.

“The plane now lies abandoned on the runway ... Its head is slightly tilted down because the front wheel broke off,” Suradi said by telephone. — Reuters.

Port Delays**Information received from BIMCO, Denmark and the Indian Ports Association received Oct 9 -10**

Country/Port	Date of report	No. of vessels waiting and/or days delay
Australia		
Abbott Point	05-Nov-2007	Coal: 1 vessel berthed and loading, 2 waiting; 9 vessels due by 28/11.
Brisbane	05-Nov-2007	Coal: Fisherman Island coal berth: 9 vessels due by 12/1.
Dalrymple Bay	05-Nov-2007	Coal: while berth 4 is under construction, Capesize vessels can only load at berths 1 and 2 until approx. end-October. DBCT berth 1: berth closed for maintenance until ca. 15/11; DBCT berth 2: berth closed for maintenance from 29/10 to 9/11; 8 vessels waiting; DBCT berth 3: 1 vessel berthed and loading, 10 waiting; other vessels not scheduled: 15 vessels waiting; 12 vessels due by 12/11.
Dampier	05-Nov-2007	Iron ore: Parker Point berth 2: 1 vessel berthed and loading; 7 vessels due by 13/11; Parker Point berth 3: no shipping operations at present due to drilling and blasting; Parker Point berth 4: 1 vessel berthed and loading; 3 vessels due by 8/11; Parker Point berth 5: no shipping operations at present due to drilling and blasting; East Intercourse Island: 1 vessel berthed and loading, 3 waiting; 4 vessels due by 10/11.
Esperance	05-Nov-2007	Iron ore: 4 vessels due by 15/11; berthing/sailing restricted to daylight hours.
Geraldton	05-Nov-2007	Iron ore: 1 vessel berthed and loading, 3 waiting; 2 vessels due by 22/11; regular maintenance shutdowns are expected at berth No. 4 during construction of new iron ore berth 5; at present, these are scheduled for 9-11/11, 27-30/11.
Gladstone	05-Nov-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 and loading, 1 waiting; 69 vessels due by 20/12; Barney Point: 1 vessel berthed and loading; 7 vessels due by 5/12.
Hay Point	05-Nov-2007	Coal: Berth 1: 1 vessel berthed and loading, 2 waiting; 7 vessels due by 14/11; Berth 2: 1 vessel berthed and loading, 1 waiting; 7 vessels due by 15/11; other vessels not yet scheduled: 3 vessels due by 15/11.
Newcastle	05-Nov-2007	At 10.30 hrs. 5/11, the duty pilot classified the port entrance as heavy, with an 8.5 metre swell with restricted inward and outward movements. Pilots advise that the swells at the harbour entrance remain at about 8 metres. On this basis, no vessels will enter or leave the port tonight. The next inspection will take place at first light 6/11. Coal: Kooragang 4, 5 and 6: 2 vessels berthed and loading, 25 waiting; 40 vessels due by 30/11; 13-18 days delay expected due to berth congestion and cargo availability; approx. 25 vessels off port awaiting berths; Dykes 4+5: 2 vessels berthed and loading, 13 waiting; 17 vessels due by 1/12; 13-17 days delay expected due to berth congestion and cargo availability; 13 vessels off port awaiting coal.
Port Hedland	05-Nov-2007	Iron ore: BHP Iron Ore Pty. Ltd., Mt. Newman (Nelson Point), “A” berth: 1 vessel berthed and loading, 3 waiting; 3 vessels due by 11/11; “B” berth: 1 vessel berthed and loading, 2 waiting; 4 vessels due by 14/11; 8 other vessels due by 20/11, no e.t.a. received; BHP Iron Ore Pty. Ltd., Goldsworthy (Finucane Island) “C” berth: 1 vessel berthed and loading; 2 vessels due by 5/11; Goldsworthy (Finucane Island) “D” berth: 1 vessel berthed and loading, 2 waiting; 6 vessels due by 14/11; Broome: 2 vessels due by 18/11; Cockatoo Island: 1 vessel due 15/11.
Port Walcott	05-Nov-2007	Iron ore: 2 vessels berthed and loading, 3 waiting; 20 vessels due by 19/11.
Whyalla	05-Nov-2007	Iron ore: 4 vessels due by 28/11; 2 vessels due by 19/11 for transshipping.
Bulgaria		
Bourgas	05-Nov-2007	Seven vessels in port operating, of which 4 loading (1 coils, 1 sulphur, 1 containers, 1 steel sheets), 3 discharging (1 gasoline, 1 copper/zinc concentrate, 1 coal); 2 vessels in roads, both to load, of which 1 coils, 1 gasoline; 6 vessels due, of which 2 to load (1 gasoil, 1 steel sheets), 4 to discharge (1 sugar, 1 iron ore, 1 wheat, 1 bulk salt).
Varna	05-Nov-2007	Varna East, Varna West, Electrical Power Station, Balchik: Conditions 29 October - 4 November: Sixteen vessels in port operating of which 9 loading (1 bulk sulphuric acid, 2 STTP, 4 soda, 1 bulk clinker, 1 bulk kaolin), 3 discharging (1 bulk copper concentrate, 1 pet coke, 1 bulk clinker), 4 discharging/loading (3 containers, 1 bricks on pallets/technical salt); no vessels waiting in roads.

Port Conditions

India

Kolkata	05-Nov-2007	7 vessels operating at berth of which 2 vessels loading Containers, 1 vessel discharging Machinery, 4 vessels waiting to discharge (Containers-3 General Cargo); 1 vessels working at midstream loading Crude; 3 vessels awaiting berth at anchorage to load and discharge, 3 vessel awaiting order at anchorage (2 to discharge, 1 to load and discharge); 3 vessels under repairs; 1 vessel under dry docked; 4 vessels due (Containers, Passenger, General Cargo, Edible Oil).
Haldia	05-Nov-2007	12 vessels operating at berth of which 7 vessels loading (Iron Ore-6, POL), 4 vessels discharging (Crude, Coking Coal-2, Palm Oil), 1 vessel loading and discharging Containers; 6 vessels awaiting berth at anchorage (1 to discharge, 5 to load, 1 to load and discharge); 6 vessels waiting at anchorage (3 to discharge, 3 to load); 4 vessels due (Crude, Container, Iron Ore).
Paradip	05-Nov-2007	9 vessels operating at berth of which 6 vessels loading (Iron Ore-4, Thermal Coal-2), 3 vessels discharging (Coking Coal-2, Project Cargo); 16 vessels awaiting berth at anchorage to load, 2 vessel waiting at anchorage to load; 21 vessels due.
Vizag	05-Nov-2007	17 vessels operating at berth of which 7 vessels loading (Iron Ore-3, Soya, Steel Cargo, Thermal Coal, Granite), 10 vessels discharging (Coking Coal-2, LP Gas, DAP-2, DBM & General Cargo, Pet Coke, Stryrene & Others, Timber, Coal Tar Pitch); 25 vessels not ready to work and waiting at anchorage (17 to discharge, 8 to load); 37 vessels due (Iron Ore-11, Granite, General Cargo, Soya, Food Grains, Product, Urea-3, Sulphur, S. Acid, Rock Phosphate, Coking Coal-8, CTP Bags, Containers, C. Soda, Gypsum, Industrial Salt, Project Cargo, Peas).
Chennai	05-Nov-2007	21 vessels operating at berth of which 6 vessels loading (R. Sugar, Bary, S. Pipe, Molas, F.Oil, I. Ore), 9 vessels discharging (Urea, Project, Flou, W. Pulp, MOP, C.Coal, Pet. Coke, S. Coal, Logs), 6 vessels loading and discharging(Flou/GB, Project Cargo, Containers-4); 8 vessels awaiting berth at anchorage (5 to discharge, 3 to load), 5 vessels not ready to work and waiting at anchorage (4 to discharge, 1 to load); 8 vessels due (Steam Coal-2, Steel Plates/Steel Coil, High Speed Diesel, F. Trawa-4).
Tuticorin	05-Nov-2007	12 vessels operating at berth of which 7 vessels loading (Construction Materials-3, Sugar, Maize, Ilminite, Granite), 4 vessels discharging (Thermal Coal, Sulphur, Logs), 1 vessel loading & discharging Containers; 3 vessels not ready to work at anchorage to discharge, 3 vessels waiting at anchorage to discharge ; 1 vessel under arrest; 2 vessels under crew change and bunkering.
Cochin	05-Nov-2007	4 vessels operating at berth of which 2 vessels discharging (Zinc, Logs), 2 vessel loading and discharging Containers; 1 vessel waiting at anchorage to load and discharge; 23 vessels discharging (Crude-3, Domestic Passenger-3, Containers-5, Cruise-2, Chemical, POL-3, Edible Oil, Scrap, Lakshadweep Cargo).
New Mangalore	05-Nov-2007	9 vessels operating at berth of which 4 vessels loading (Iron Ore Fines-2, POL Product, Granite Stone), 5 vessels discharging (Slag, Cement, Coal, POL Crude, Lime Stone); 6 vessels waiting at anchorage (3 to discharge, 3 to load); 19 vessels due (Conters-2, ammonia, POL Product, LPG-2, Fertiliser, Iron Ore (Fines)-6, Methanol, Granite Stone, POL Crude, Coal-2, Phosphate Acid).
Mormugao	05-Nov-2007	3 vessels working at berth loading Iron Ore: 7 vessels working at midstream and loading Iron Ore; 3 vessels awaiting berth at anchorage (1 to discharge, 2 to load), 3 vessels waiting at anchorage to load; 3 vessels under dry docked; 8 vessels due (Coal-2, MOP, Iron Ore- 5).
Mumbai	05-Nov-2007	7 vessels operating at berth of which 1 vessel loading Steel Cargo, 3 vessels discharging (Woodpulp /Steel/Equipment's, POL), 3 vessels loading and discharging (Machinery/ Vehicles/Steel/General/Containers; 1 vessel not ready to work at anchorage to load, 5 vessels awaiting order at anchorage to discharge, 1 vessel waiting at anchorage to load; 20 vessels under repairs/dry docked; 11 vessels under arrest; 1 vessel under laid up (Berths not required for cargo operations); 30 vessels due (Contaners-2, Oil, Fertilizer (RM), General Cargo-26).
J.N.P.T.	05-Nov-2007	8 vessels working at berth loading and discharging Containers ; 4 vessels awaiting berth at anchorage to load and discharge; 4 Container vessels due.
Kandla	05-Nov-2007	16 vessels operating at berth of which 8 vessels loading (Pipe, Agriculture-3, Barley, POL-2, Chemical), 8 vessels discharging (Timber Logs-2, Fertilizer, Coal, Plate, Chemical), 1 vessel loading and discharging Containers; 1 vessel working at mid stream discharging Timber Logs; 8 vessels awaiting berth at anchorage (4 to load , 4 to discharge), 8 vessels not ready to work at anchorage (4 to discharge, 4 to load); 1 vessel under arrest.
Ennore	05-Nov-2007	1 vessel operating at inner anchorage discharging to Thermal Coal; 1 vessel working at inner anchorage loading Iron Ore; 4 vessels due (MV Maritime Taboneo (S. Coal), Mt Omega Lady Sarah (CBFS), MV Tamil Anna (Thermal Coal), MV Apj Sri Devi (Thermal Coal).

Port Conditions

Poland

Gdansk	05-Nov-2007	Four vessels loading at berth (1 coal, 1 bulker, 2 general cargo), 5 discharging at berth (1 grain, 2 tankers, 2 general cargo); 9 vessels under repairs/dry-docked; no vessels waiting at anchorage, none waiting in roads; 23 vessels due.
Gdynia	05-Nov-2007	Five vessels loading at berth (3 general cargo, 2 bulkers), 3 general cargo vessels discharging at berth; 2 vessels awaiting orders (1 coal, 1 bulker); 14 vessels under repairs/dry-docked; no vessels waiting at anchorage, none waiting in roads; 51 vessels due.

Russia

Novorossiysk	05-Nov-2007	Fifteen vessels in port operating, of which 9 loading, (2 UAN solution, 3 wheat, 1 pipes/H-beams/vehicles/spare parts, 1 steel billets, 1 debars/steel billets/steel sheets, 1 barley), 6 discharging (3 bulk sugar, 2 bulk cement, 1 zinc concentrate); 15 vessels waiting in roads, of which 10 to load (5 wheat, 1 pipes, 2 UAN solution, 1 slabs, 1 steel billets), 5 to discharge (1 bulk cement, 3 bulk sugar, 1 meat products); 73 vessels due, of which 62 to load (1 zinc concentrate, 1 HBI, 8 slabs, 4 UAN solution, 1 coke, 7 copper, 1 pipes, 8 steel billets, 1 steel billets/pipes, 4 coils, 1 cellulose, 1 coils/pipes, 1 slabs, 1 debars/coils/pipes/WRIC, 2 steel sheets, 3 aluminium, 1 sodium sulphate/tripolyphosphate/soda ash, 1 ore, 1 cellulose/pipes, 2 wheat, 2 equipment, 2 WRIC, 1 sodium sulphate, 1 soda ash, 1 vegetable oil, 3 diesel oil, 1 zinc, 1 lead/zinc), 10 to discharge (1 vegetable oil, 4 bulk sugar, 1 zinc concentrate, 1 de bars, 1 equipment, 1 oranges, 1 livestock), 1 to discharge/load containers. Oil terminal: 1 tanker berthed, loading crude oil; 1 tanker in roads to load crude oil; 6 tankers due, all to load, of which 5 crude oil, 1 fuel oil.
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Slovenia

Koper	05-Nov-2007	Port working normally. Nine vessels berthed of which 1 discharging/loading containers, 3 loading general cargo, 1 loading bulk cargo, 3 discharging bulk cargo, 1 tanker discharging liquid cargo; 3 vessels waiting at anchorage, of which 2 to load general cargo, 1 to discharge bulk cargo; 18 vessels due over the next 2 days of which 3 to discharge/load containers, 4 to load general cargo/sawn timber, 3 to load bulk cargo, 3 to discharge bulk cargo, 3 tankers to discharge liquid cargo, 1 car carrier to discharge/load vehicles, 1 car carrier to discharge vehicles.
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Spain

Bilbao	05-Nov-2007	Thirty-three vessels operating (4 tankers, 29 other vessels), of which 2 loading, 17 discharging, 14 loading/discharging.
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Ukraine

Ilichevsk	05-Nov-2007	Twelve vessels in port operating, of which 6 loading (1 steel products, 1 containers, 2 sun flower oil, 1 wheat, 1 sulphur), 5 discharging (2 nickel ore, 1 manganese ore, 1 billets, 1 gasoline), 1 loading/discharging containers; 3 vessels in roads, of which 2 to load (1 steel products, 1 sunflower oil), 1 to discharge nickel ore; 20 vessels due, of which 14 to load (5 steel products, 4 pig-iron, 2 sunflower oil, 1 project cargo, 1 wheat, 1 sulphur), 6 to load/discharge containers.
Mariupol	05-Nov-2007	Twelve vessels in port operating, all loading, of which 6 steel, 1 clay, 1 sunflower seeds, 1 urea, 1 wheat, 2 sulphur; 10 vessels in roads, of which 9 to load (6 steel, 2 clay, 1 sulphur), 1 to discharge containers; 47 vessels due, of which 46 to load (29 steel, 8 coal, 5 clay, 1 sulphur, 1 wheat, 2 slag), 1 to discharge iron ore.
Odessa	05-Nov-2007	Sixteen vessels in port operating, of which 5 loading (4 metal, 1 grain), 5 discharging (2 luggage, 1 general cargo, 1 bananas, 1 sugar), 3 loading/discharging containers, 3 passenger vessels; 9 vessels in roads, of which 2 to load (1 metal, 1 wheat), 1 to discharge sugar, 6 to load/discharge containers; 83 vessels due, of which 41 to load (31 metal, 3 pig-iron, 1 ore, 3 wheat, 1 coal, 2 timber), 13 to discharge (3 bananas, 4 sugar, 2 meat, 1 oil, 2 citrus, 1 barley), 29 to discharge/load containers.

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