

Safety lobby demands results from Bourbon Dolphin probe

Skaggerak Foundation warns that anchor handlers must find out about conclusions of inquiry sooner rather than later, writes Michael Grey

THE timescale for the investigation into last month's loss of the anchor handler Bourbon Dolphin is "unacceptable", an influential safety lobby has told the Norwegian administration.

The Skaggerak Foundation, which campaigns on behalf of victims of marine accidents in Norway, has intervened in the present investigation, which it believes will take too long to reach a conclusion, particularly when the number of similar ships currently engaged in anchor-handling operations is taken into account.

If there are lessons to be learned, it is essential that those operating anchor handlers discover them as soon as possible, says the foundation.

It is concerned that the target date for the Norwegian committee of inquiry to report is next

February, while those who are operating huge numbers of similar ships in such operations are left waiting for the conclusions.

The Skaggerak Foundation, which has intervened in a number of maritime accidents involving Norwegian ships or ships in Norwegian waters, suggests that the Norwegian Maritime Directorate should establish a "Quick Action Group" tasked with enhancing the safety of anchor handlers in their operations and identifying particular risks which the Bourbon Dolphin tragedy has brought to light.

In particular, the group has pointed to a similar accident in which the anchor handler Stevns Power capsized in 2003 with the loss of all 11 aboard on an African oilfield and which led the Danish administration to produce a number of recommendations.

The Danish report emphasised the importance of written procedures for such operations, the need for unambiguous communications between rigs and ships, and the essential nature of emergency procedures, the follow up of hazardous situations and the training of deck officers and winch operators in heavy load handling.

The Foundation urges that the report into the fatal Danish incident is closely studied to see if there is any bearing on last month's loss.

The foundation suggests a number of issues which need to be urgently investigated including the provision of liferafts, which do not seem to have "floated off" the capsized ship as they were expected to.

Attention should also be paid to escapes and emergency procedures. It is suggested that both ship and crew should be in a "high alert" condition during critical anchor-handling operations. It was also important, said the Foundation's Arne Sagen, that the adequacy of the Safety Management System of such ships should be probed, not least the identification of a proper command structure, when a rig or anchor move was under way, and bargemaster and anchor handler skippers needed to be fully attuned to each other's intentions.

Other experts in anchor handlers have expressed their surprise at the way in which a modern anchor handler was capsized in what should have been a routine evolution for such a vessel.

It is expected that the inquiry will focus on the position of the towing and quarter lines, that would normally prevent a wire slipping over the side of a ship, and the effectiveness of the tow quick release, which should have taken the weight off the cable in an emergency.

Helcom spill strategy pays off

by Katrin Berkenkopf in Cologne

ACTION taken against illegal oil discharges in the Baltic Sea over the last years is showing its effects, the Baltic Sea states' association Helcom said, despite the number of detected oil spills having gone up last year.

While the duration of surveillance flights undertaken last year was lower than in 2005, the number of illegal oil discharges disclosed grew from 224 to 236.

"Over the past eight years we have achieved a 50% reduction in the number of illegal oil discharges despite the rapidly growing density of shipping in the Baltic Sea," said Helcom executive secretary Anne Christine Brusendorff.

"We attribute this fact to the success of the complex set of measures known as the Baltic Strategy to prevent illegal discharges of oil and waste."

In 86% of the cases, the oil discharge was smaller than one cubic metre, Helcom said, and only one spill of more than 100 cu m was found.

The total estimated volume of the spills reached 269.3 cu m. Only in 18 of the 236 cases was it able to determine the polluters. Most of the illegal discharges were detected along the major shipping routes, according to the 2006 report.

Helcom said that technical difficulties and an accident with a surveillance aircraft were the reasons why the duration of surveillance flights went down last year for the first time in five years.

The highest number of flight hours is generated by Sweden. Helcom also monitors the development of shipping accidents in the Baltic Sea.

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

Vessel	Type	Flag	Class	GT	DWT	Bit	Casualty
<i>BOTRAL III</i>	fishing	URY	—	497	—	1975	Reported Apr 29 in tow of fv <i>Rojamar II</i> in lat 36 55S, long 56 20W, bound Montevideo.
<i>EMMA</i>	general	ATG	GL	3,412	4,104	1985	Grounded in a Norwegian fjord Apr 22. Refloated & taken in tow by tug <i>Bison</i> bound Rotterdam, where arrived Apr 27.
<i>EMMA JANE</i>	fishing	GBR	—	122	—	1989	Had fire in engine-room in lat 49 40.4N, long 03 38.4W, Apr 29. Fire extinguished by crew. Towed to Salcombe same day.
<i>GENESIS</i>	trawler	GBR	—	362	—	1993	Had main engine in the Pentland Firth Apr 30. Taken in tow May 1, arrived Peterhead same day. In port May 2, awaiting spare parts and repairs.
<i>GIANT I</i>	yacht	PAN	BV	2,290	740	1974	Had fire on board while anchored in Antalya Bay Apr 26. Passengers evacuated. Fire extinguished with help from tug <i>Aytak</i> . Damage unknown.
<i>GOURINIS</i>	ferry	FRA	BV	190	50	1979	Struck a rock and sank in lat 47 27 23N, long 03 03 17W, Apr 30. All 29 passengers and 3 crew rescued. Investigation under way.
<i>MAR ALMUDENA</i>	asphalt tanker	MHL	LR	5,942	9,776	1994	Reported Apr 20 with engine trouble 60 miles off Moroccan coast. Taken in tow Apr 23 and arrived Las Palmas Apr 25.
<i>PEGASUS</i>	tug	BRA	—	367	155	1981	Wrecked in middle of channel while proceeding to berth at Santos May 2. Some leakage of diesel. Crew rescued.
<i>PETREL</i>	fishing	ARG	—	145	—	—	Under tow of fishing <i>Marianella</i> in lat 39 46S, long 57 57W, Apr 27, bound Mar del Plata.
<i>PONT L'ABBE</i>	passenger/ro-ro	FRA	BV	19,321	3,440	1978	Had engine problems on voyage from Roscoff to Plymouth, taken in tow outside Plymouth & towed to port Apr 26.

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The following reports are reprinted from Lloyd's List



ABRACADABRA

London, Apr 27 — A Coast Guard San Juan press release, dated Apr 26, states: Coast Guard cutter *Forward* rescued three more fishermen yesterday afternoon, and are still searching today for 20 others who are still missing after their fishing vessel (*Abacadabra*) capsized Tuesday (Apr 24), approximately 20 nautical miles north of Monti Cristi, Dominican Republic. So far, 19 fishermen have been rescued by Coast Guard rescue crews, Dominican Republic navy authorities and a Good Samaritan vessel. Coast Guard and Dominican Republic rescue crews continue to aggressively search for survivors today. *Forward* transferred 13 survivors to the Dominican Republic Navy vessel *Bellatrix* yesterday afternoon for further transport to the Dominican Republic, and also transferred to *Bellatrix* today three fishermen who were rescued from the water at approximately 1630, yesterday. The incident was initially reported to the Dominican Republic navy after crew members of a Good Samaritan vessel rescued two fishermen from the water Tuesday. Coast Guard Rescue Sub-Center, San Juan, received a request for assistance from Dominican Republic navy authorities Tuesday afternoon to assist with the search efforts to find survivors from the capsized fishing vessel. Since the search began Tuesday, the crew of *Forward* has rescued 16 fishermen from the water, the rescue crew of an Air Station Borinquen HH-65 Dolphin helicopter has rescued one fisherman, and the crew members of a Good Samaritan vessel initially rescued two survivors from the water Tuesday. According to survivors, the 39 passengers on board the fishing vessel initiated their trip at approximately 1700, Monday, from Puerto Plata, DR, to Silver Bank, 60 nautical miles north of Puerto Plata, when their fishing vessel capsized at approximately 0100 yesterday. Coast Guard rescue crews completed searching a total of 21 search areas yesterday covering over 3,000 nautical square miles, and continue to aggressively search for survivors.

AFRODITE S. (St. Vincent & Grenadines)

Antalya, Apr 27 — General cargo *Afrodite S.*, uncrewed, is still being detained in Marmaris at anchorage by the salvors Antmarin Inc. after being salvaged on Mar 16. — Lloyd's Agents.

AJMAN 2 (North Korea)

London, May 3 — A press report, dated today, states: A distressed United Arab Emirates vessel allegedly damaged a pier at the Port Authority of Guam several years ago, and the port

this week sued the shipping company and its insurer for failing to pay for nearly \$800,000 in damage. The port alleges that the shipping company allowed an un-seaworthy vessel, Roll On Roll Off *Ajman 2*, to set off from Mexico to Hong Kong, sometime around Aug 2004, according to a complaint filed Wednesday (May 2) in District Court by the Office of the Attorney General. The complaint alleges that the vessel was owned and operated by Marwan Shipping and Trading Company and chartered and operated by Five Seas Shipping Company, both of the United Arab Emirates. The companies allegedly were insured by Navigators Protection & Indemnity and Al-Buhaira National Insurance Company. The distressed vessel on Aug 20, 2004 was allowed to enter the port and moor at Pier F-5, according to the complaint, but only because the port agreed to give save haven to the distressed vessel. According to the complaint, one of the vessel's two engines was not working, it did not have enough crew members, food, water or fuel for the Pacific crossing, and inadequate gear. According to the complaint, the vessel was unable to leave the port because of high wind and waves. It allegedly hit and severely damaged the pier, and the port has alleged that crew negligence and inadequate gear and equipment were contributing factors. The damage is more than \$790,430, according to the port. Note — *Ajman 2* arrived Guam Aug 23, 2004, and sailed Sep 2. Vessel subsequently arrived Chittagong Nov 10, 2004, for break-up.)

AL BARAKAT 1 (Bolivia)

Chittagong, Apr 27 — Understand that the owner of chemical tanker *Al Barakat 1* is sending two technicians from Singapore along with the replacement spare parts. Expected to arrive at Chittagong on Apr 28. — Lloyd's Agents.

Chittagong, May 2 — Understand from local agents that the awaited spare parts for chemical tanker *Al Barakat 1* arrived on Apr 28 and that work is expected to commence on May 4. — Lloyd's Agents.

ALDER (U.S.A.)

Troy, Michigan, May 2 — Divers have apparently repaired an oil leak on the U.S. Coast Guard buoy ship *Alder*. "Once we've gone through our final testing over the next couple of hours and everything goes well, we will depart Duluth," Lt. Kenny Pepper, *Alder's* spokesman, said this morning. Divers began repairing *Alder* on Thursday (Apr 26), and "have been working every day since," Pepper said. The vessel went for a brief cruise on Lake Superior this morning to help test the repairs. The Coast Guard discovered hydraulic fluid leaking though a bad seal in the vessel's controllable pitch propeller system during machinery trials on Mar 8. *Alder* had remained at its dock at the Duluth Coast Guard station since, a

boom floating behind its stern to contain any leaking oil. Earlier this month the federal government awarded a contract to a Chesapeake, Va., diving company, to repair the vessel in the water at its dock. — Great Lakes and Seaway Shipping News.

ALGOVILLE (Canada)

London, May 1 — As of Apr 29, bulker *Algoville* was still laid up at Hamilton, Ontario.

ALIANCA CORDILLERA (Cyprus)

Buenos Aires, Apr 26 — Chilean tug *Beagle* arrived at the site in order to tow Container Carrier *Alianca Cordillera* towards the port of Montevideo to perform repairs. Preparing of the towage is currently being carried out. It is expected to start tomorrow depending on the weather conditions. — Lloyd's Agents.

London, Apr 30 — Following navigation warning issued today: South Atlantic: Tug *Beagle* towing Container Carrier *Alianca Cordillera*, line length 800 metres, bound Montevideo.

Buenos Aires, Apr 30 — At 0830 hrs, Apr 27, container carrier *Alianca Cordillera*, under tow of tug *Beagle* commenced her passage towards the port of Montevideo, where repairs will be carried out. — Lloyd's Agents.

London, May 3 — According to Lloyd's MIU AIS Container Carrier *Alianca Cordillera* was in lat 35 24 55N, long 55 02 56W, at 0722, UTC, today, speed 4.7 knots, course 25.2 degrees.

ALISON (Panama)

See *Trans-I*.

ALMIRANTE IRIZAR (Argentina)

London, May 1 — A press report, dated Apr 30, states: After their icebreaker *Almirante Irizar* was severely damaged following a fire earlier this month, Argentina is accepting Brazil's offer for the use of the polar research *Ary Rongel*. This will mean they will be able to start their Antarctic campaign. *Almirante Irizar* will be out of action for at least 18 months. Argentina had an offer from the British Embassy as well but as Brazil and Argentina share several joint scientific, educational and environmental programmes in Antarctica and co-operate in the framework of the "Antarctic Treaty spirit", their offer was taken.

AMAZON (Greece)

Seattle, Apr 27 — Bulker *Amazon* was diverted from Seattle for Tacoma Apr 25 to complete loading at the TEMCO Terminal. Loading was finished at 0700 today and vessel departed Tacoma. In the meantime Pier 86 at Seattle — Grain Elevator — remains inoperative as far as ship loading is concerned. — Lloyd's Agents.

London, May 3 — Bulker *Amazon* sailed Tacoma Apr 27 for Ningbo.

ASTARA (U.S.A.)

Honolulu, May 1 — Understand that fishing (general) *Astara* is back in service. — Lloyd's Agents.

ATLANTIC TRAVELLER (DIS)

Kiel, Apr 30 — In spite of earlier announcements, passenger ro/ro *Atlantic Traveller* will not be repaired in Bremerhaven. The vessel is to enter a yard in Fredericia, Denmark, from May 1 to 5. — Correspondent. (See issue of Apr 25.)

ATTAHADDI (Libya)

London, Apr 27 — A National Oil Corporation, Libya, press release, dated Apr 26, states: Liquid Petroleum Gas Carrier *Attahaddi* (3494 gt, built 1992) caught fire yesterday, Apr 25, after it left the shipping terminal of Marsa el Brega loaded with liquified gas. The fire was brought under control, but five Libyan crew were injured, one of them seriously. Sirte Oil Production and Processing Co. assisted the vessel by helping to overcome the fire and transferred the injured on its aircraft to a specialized hospital in Tripoli.

London, May 2 — Liquid Petroleum Gas Carrier *Attahaddi* arrived at Benghazi on Apr 28.

AUCKLAND STAR (Bahamas)

London, Apr 29 — A press report, dated today, states: Refrigerated general cargo *Auckland Star* (10291 gt, built 1985) yesterday law enforcers officers seized 38 kilos of cocaine onboard. The vessel arrived St. Petersburg Apr 25 from Ecuador. Thirty eight kilos of cocaine were discovered in a refrigerator container in two banana boxes. A senior representative of the receiver of cargo was detained as a suspect in the crime.

London, May 1 — According to Lloyd's MIU AIS, refrigerated general cargo *Auckland Star* was in lat 57 10 32.82N, long 18 49 19.98E, at 0725, UTC, May 1, proceeding on a course of 217 deg at 18.4 knots.

AVANTIS IV (Greece)

Piraeus, Apr 29 — General cargo *Avantis IV* (1956 gt, built 1975) with nine crew on board was reported not under command due to engine failure in lat 36 27N, long 26 9.7E, about 2145, UTC, yesterday. Vessels in vicinity are kindly requested to keep radio contact (VHF Channel 16) and render assistance if necessary, reporting to Piraeus RCC. — Correspondent.

London, Apr 29 — Following received from Piraeus RCC, timed 1555, UTC: General cargo *Avantis IV* was safely towed to the island of Astypalea yesterday and is currently still there.

London, May 1 — Following received from Piraeus RCC, timed 0955, UTC: General cargo *Avantis IV* still at island of Astypalea awaiting inspection and engine repairs.

BADRINATH (Liberia)

Ponta Delgada, Apr 30 — Refrigerated general cargo *Badrinath* is still being detained until it complies with Port State Control regulations, in connection with the deficiencies found. It is understood that the vessel will be released within two/three days after the completion of PSC recommendations. — Lloyd's Agents.

Ponta Delgada, May 2 — After satisfying the port state control deficiencies recommendations, refrigerated general cargo *Badrinath* has been released and left Ponta Delgada at 2000, local time, May 1, bound for Falmouth. — Lloyd's Agents.

BOTRAL III (Uruguay)

London, Apr 30 — Following navigation warning issued Apr 29: Fishing Mariana Rojamar II towing fishing (general) *Botral III* (497 gt, built 1975) in lat 36 55S, long 56 20 W, line length 350 metres, speed four knots, course 010 degrees, bound for Montevideo.

BOURBON DOLPHIN (Norway)

London, Apr 30 — The Norwegian justice and police minister has appointed a five-strong commission to investigate the causes of the anchor handling tug/supply *Bourbon Dolphin* tragedy. High court judge Inger Lyng, from Tromso, is to lead the inquiry which has until Feb 1 next year to report back to minister Knut Storberget. *Bourbon Dolphin* capsized and sank 75 miles off Shetland a fortnight ago. Eight of its 15 crew, including master Oddne Remoy's 14-year-old son David, died. The other four commission members are Guro Hoyaas Loken, a specialist marine engineer with Aker Kvaerner; Gisle Fiksdal, a specialist in vessel stability; Dag Andreassen, a marine co-ordinator who works with ExxonMobil in the Norwegian North Sea; and Yngve Skovly, a lawyer from the Aalesund area. A spokesman for the Norwegian government's justice department said the inquiry's remit was to establish what went wrong during the operation involving the anchor of the drilling rig *OceanTrans Rather*. The inquiry will also establish who was responsible for the errors that led to the tragedy and will make recommendations so that similar accidents can be avoided in future. The spokesman stressed that the inquiry was not a court and although blame would be directed to whoever was responsible for the accident any criminal investigation would be the job of the police. Mrs Lyng said at the weekend that the commission would meet for the first time later next week and would begin its work by collecting all the evidence that was already available, including the papers from last week's court inquiry held in Aalesund. The commission, which will take evidence in private, is likely to visit Shetland in the course of its investigation.

London, May 2 — A press report, dated May 1, states: The insurer of anchor handling tug/supply *Bourbon Dolphin* is unlikely to pay for it to be raised. Gard P&I Club said it is not legally liable to pay for the salvage of the vessel, which is believed to contain the bodies of five missing crewmen. The company say lifting the vessel from a depth of about 3,500ft has never been tried before. The families of the missing crew have already called for the Norwegian government to help pay for raising the vessel in the days after

the tragedy. However, officials responded by saying they would only consider the matter after the Commission of Inquiry reported early next year.

BOW FAVOUR (NIS)

Bahrain, May 2 — Chemical tanker *Bow Favour* is still in Asry Drydock. It is not known when the vessel is expected to sail. — Lloyd's Agents.

BOW SANTOS (Panama)

London, Apr 27 — Following received from Coast Guard New Orleans, timed 1440, UTC: Chemical tanker *Bow Santos*: Local investigators are still on scene. Initial investigations revealed that pressurisation levels for pressure-relief valves were four times too high.

London, Apr 30 — Following received from Coast Guard New Orleans, timed 1520, BST: Chemical tanker *Bow Santos* is still under detention. (Note — According to Lloyd's MIU AIS, *Bow Santos* was located stationary in lat 29 36 31.98N, long 95 01 15.54W, at 1416, UTC.)

BULOUI NI CEVA (Fiji)

Suva, Apr 30 — Passenger (cruise) *Buloui Ni Ceva* remains in port at Rotuma. No directive has been given as to who would stand for the towage cost to Suva for repairs. — Lloyd's Agents.

CABO PILAR (Panama)

London, Apr 26 — Product tanker *Cabo Pilar* was reported arriving at Guayanilla, Puerto Rico, on/about Apr 7.

CANADIAN OLYMPIC (Canada)

London, May 2 — Bulker *Canadian Olympic* (22887 gt, built 1976), while proceeding downbound in the St. Marys River, Ontario, struck bottom near Lt.26, in lat 46 27N, long 84 32W, at 0918, EDST, May 2. Vessel secured at American Lock approach, Sault St. Marie, Mich, for inspection.

CARIBBEAN TUG (Panama)

Santo Domingo, Apr 30 — The situation of tug *Caribbean Tug* and barge *Caribbean Barge* remains the same. Weather conditions do not allow the refloating operations to commence since the gravel has not been totally unloaded. — Lloyd's Agents.

CEMCON (Bahamas)

Bogota, Apr 30 — Bulk cement carrier *Cemcon* arrived Barranquilla Apr 30 from Cartagena (COL) and sailed Apr 23 for Portsmouth. — Lloyd's Agents.

CFS PANAVERA (Antigua & Barbuda)

Kingston, Ja, Apr 30 — Part containerised general car *CFS Panavera* sailed Kingston Apr 14 for Cursado, Dominican Republic. — Lloyd's Agents.

CONSTANCE N. (Liberia)

Hamburg, May 3 — Local agents of bulker *Constance N.* advised that the "detention" was due to a slight accident (rudder room underwater) as a result of human error. After rectifying the

damage the vessel sailed on Apr 22, bound for Tubarao, Brazil. — Lloyd's Agents.

DANIEL K. (Netherlands)

Hamburg, Apr 30 — According to the agent for general cargo *Daniel K.* repairs will be completed by end of this week. Vessel will then sail for Algeciras. — Lloyd's Agents.

London, May 1 — General cargo *Daniel K.* sailed Kiel Apr 30 for Algeciras.

DENEKULA (U.K.)

Grangemouth, May 1 — Fishing (general) *Denekula* completed repairs on Apr 27. The vessel has not yet sailed as its partner/pair vessel has gearbox problems and is awaiting spares. — Lloyd's Agents.

DIAMOND GIRL II (U.S.A.)

London, Apr 30 — A Coast Guard Little River, SC, press release, dated Apr 29, states: While attempting to moor, passenger casino vessel *Diamond Girl II* (98 gt, built 1978) struck the moored fishing (general) *Golden Retriever II* (36 gt, built 1977) in the Little River fishing village at approximately 0058 today. The casino vessel had passengers on board, and the fishing vessel did not have anyone on board. There were no reports of injuries and no reports of fuel spilled into the water. Coast Guard sector Charleston is investigating. The operators of *Diamond Girl II* are fully co-operating with the Coast Guard during its investigation.

London, Apr 30 — A press report, dated today, states: Passenger (cruise) *Diamond Girl II*, returning to shore early yesterday morning collided with fishing (general) *Golden Retriever II*, docked in Little River, officials said. No one was hurt. The master of *Diamond Girl II* passed a drug test and an alcohol breath test, said Travis Hutton, Petty Officer First Class with the Coast Guard in Myrtle Beach. "We think, right now, it was just pretty much the water conditions with the vessel traffic in the area," he said. Rebecca McKim, owner of Little River Fish House, said her boat is totalled. She said the incident shows why the casino boats are too large for the small fishing community. "This is a prime example that they can't maneuver safely in our little area," she said.

EAGLE AURIGA (Singapore)

Curacao, Apr 28 — Understand from the Captain of the Port, Maracaibo, that crude oil tanker *Eagle Auriga* grounded at 1300, Mar 18, when it was on its way to the terminal of Las Salinas to load. It was successfully refloated without any damage, as it had just touched the bottom of the channel. *Eagle Auriga* sailed on Mar 26 for Texas City with 460 barrels of oil. — Lloyd's Agents.

EARTHTRACE (New Zealand)

London, May 2 — A press report, dated today, states: The dream of breaking the record for circumnavigating the globe in a vessel

powered by biofuel is becoming more distant for the crew of trimaran *Earthtrace*. The trimaran has been plagued with problems ranging from a tragic accident which claimed the life of a fisherman in Guatemala to engine difficulties. The vessel is currently in Palau with piston damage. An engineering team is being flown in from Hawaii with replacement parts. Skipper Pete Bethune says the damage is more extensive than originally thought, but there is no indication of what caused the failure. *Earthtrace's* next stop is Singapore.

EIFUKU MARU NO.7 (Japan)

Yokohama, May 2 — General cargo *Eifuku Maru No.7* is still lying in the same position and the wreck will not be removed. General cargo *Yinhe No.1* has already sailed from Nagoya for China. — Lloyd's Agents. (Note — *Yinhe No.1* sailed from Nagoya on Apr 23.)

ELEVEN (Belize)

Suva, May 2 — Fishing (general) *Eleven*: No further development has taken place. — Lloyd's Agents.

EMMA (Antigua & Barbuda)

London, Apr 26 — Following received from the managers of general cargo *Emma* (3412 gt, built 1985), dated Nordenham today: *Emma* grounded in a Norwegian fjord Apr 22. Vessel has been refloated and is being towed to Rotterdam by tug *Bison*. (Note — *Emma* sailed Rotterdam 0355, Apr 18, arrived Haugesund Apr 22, sailed same day. According to Lloyd's MIU AIS *Emma* and *Bison* were in lat 58 25 28N, long 05 14 27E, at 2258, UTC, Apr 25, speed 8.5 knots, course 181 degrees, bound Rotterdam.)

London, Apr 27 — According to Lloyd's MIU AIS general cargo *Emma* and tug *Bison* were in lat 52 57 36N, long 03 59E, at 1255, UTC, today, speed 8.4 knots, course 228 degrees.

London, Apr 29 — General cargo *Emma* arrived at Rotterdam on Apr 27 from Lyngdal.

EMMA JANE (U.K.)

London, Apr 29 — Following received from Coastguard Brixham MRSC, timed 1616, UTC: At 0841, UTC, crew of fishing (general) *Emma Jane* (122 gt, built 1989), MLNG4, in lat 49 40.4N, long 03 38.4W, reported a fire in the vessel's engine-room and the possibility that they would have to abandon ship. The Coastguard tasked Coastguard Helicopter Rescue WB and Torbay RNLI all weather lifeboat to proceed. The vessel's crew though managed to extinguish fire. *Emma Jane* was subsequently towed to Salcombe by the Torbay and Salcombe RNLI lifeboats and no further assistance was required. SAR operations were terminated at 1615, UTC.

ERIKA (Malta)

London, May 3 — Italian Classification Society Rina made a fresh attempt to extricate itself from the non specific tanker *Erika* trial yesterday. It lodged an appeal against a decision by the president of the court

hearing the *Erika* case not to give an immediate judgment on Rina's opening day plea for immunity from prosecution. Rina, which is claiming the right to benefit from immunity on the same basis as *Erika's* flag state, Malta, went before a Paris appeal court yesterday to ask it to overturn the decision. The classification society made its original surprise plea for immunity at the opening of the trial before the Tribunal de Grande Instance on Feb 12. Court president Jean-Baptiste Parlos did not reject it but declined to give an immediate ruling, saying he would deal with it as part of his overall judgment at the end of the trial. Lawyer Olivier Metzner, representing Rina, and Rina executive Gianpiero Ponasso, presented the appeal court with the same arguments he gave to the lower court in February. He argued that, in its role of provider of statutory certification for *Erika*, Rina had acted as delegated representative of Malta as its flag state and that, as such, it should benefit from the same sovereign immunity from prosecution accorded to Malta by the French courts. Mr Metzner accepted that this argument did not apply directly to the society's classification role, which was carried out in the name of its owner, rather than that of its flag state, but claimed that the two roles were so closely intertwined as to make them inseparable. He argued that the proof that Rina had been acting in Malta's name in its role of provider of certification lay in the fact that the society had no power to withdraw the certification. "If I want to withdraw the certification I cannot do it," he told the appeal court. "Malta must do it." Mr Metzner's plea brought a barrage of protest from lawyers representing civil claimants in the *Erika* trial. Benoit Chabert, representing the French state which is seeking damages in the *Erika* trial, told the court that the law obliged the president of the Tribunal de Grande Instance to rule on such pleas as part of its final judgment except in cases where public order issues were raised. He argued that the appeal court should not interrupt the work of the lower court, while another civil claimant's lawyer claimed that the appeal was simply Rina's latest attempt to escape judgment for its role in the *Erika* disaster.

EVER HARVEST (Tuvalu)

Yokohama, May 1 — General cargo *Ever Harvest* sailed from Chiba on Apr 29 for Busan. — Lloyd's Agents.

EXCELSIOR

Kiel, Apr 27 — The last two containers from general cargo *Excelsior* were found Apr 25. The prosecutors are so far sure that the weight of the containers was much higher than it should have been and caused the instability of the *Excelsior* and subsequent list which led to the loss of the cargo on Mar 25. This was found out by weighing the raised containers. The captain and a second captain are accused. — Correspondent.

FARAH-3 (Jordan)

London, May 1 — A press report, dated today, states: The chairman of the Salam International Transport and Trading Company, Saeed Suleiman, said earlier this week that it was no longer possible to recover general cargo *Farah-3*, which was seized by Sri Lanka's Tamil Tigers in December. In a statement, Suleiman said Tamil Tigers had actually dismantled the vessel and stolen its cargo of 14,000 tonnes of Indian rice bound for South Africa. "The Salam Company will not incur any losses because the vessel was fully insured at \$5 million," he said.

London, May 2 — A press report, dated today, states: The owning company of general cargo *Farah-3* has complained that suspected Sea Tigers have stripped their vessel of everything that could be removed, including electric lights, power generators and the 14,000 tons of rice that was in its cargo bay. Sayed Sulaiman, the chairman of the ship's owner, Salam International Trading Company, of Jordan, said "I don't know anyone else to blame except the Tamil Tigers for this incident. We hear from the parties who are concerned with the vessel, the insurance company etc, that everything that could be taken, like the rice, lights, generators, has been taken from the vessel. The vessel is now bare."

FEDERAL POWER (Cyprus)

London, Apr 26 — General cargo *Federal Power* arrived and sailed Montreal about Apr 18.

FIFITA 500 (Cook Islands)

Kiel, Apr 27 — General cargo *Fifita 500*, owners Gary G. Moreau, Mirimar, USA, was stopped and had to anchor on the southern anchorage of Brunsbüttel Apr 26, after passage of the Kiel Canal, coming from Svendborg, with a stop in the Scheer harbour in Kiel because of missing safety certificates. The vessel was not allowed to proceed until the problem was solved. The vessel was allowed to continue its voyage in the evening. — Correspondent.

FLORIDABLANCA (Argentina)

London, Apr 30 — Following navigation warning issued today: Fishing *Juan Alvarez* towing trawler *Floridablanca* (119 gt, built 1988) in lat 45 50.3S, long 65 55W, line length 500 metres, speed two knots, course 00 bound Puerto Madryn.

FORTUNA I (Latvia)

See under "Labour Disputes."

FRAU NANCY (North Korea)

Valletta, May 2 — General cargo *Frau Nancy* is still in port at Malta Shipyards. Repairs are underway but the extent of the damage is not yet known. Therefore its ETD is not known at this stage. — Lloyd's Agents.

FU ZHOU HAI (China)

London, May 1 — According to Lloyd's MIU AIS, bulker *Fu Zhou Hai* was in lat 28 09 33.48N, long 92 50 16.32W, at 0940, UTC, May 1, proceeding on a course of 139 deg at 13.5 knots.

GENESIS (U.K.)

London, May 1 — Following received from Coastguard Aberdeen MRCC, timed 0724, UTC: Trawler *Genesis*, BF505 (362 gt, built 1993), had main engine failure in the Pentland Firth 1412, UTC, yesterday. Vessel is now under tow by support *Voe Viking* and is due Peterhead approximately 0820, UTC, today.

London, May 1 — Following received from Coastguard Aberdeen MRCC, timed 0935, UTC: Support *Voe Viking* and trawler *Genesis*, both safe alongside at Fishmarket, Peterhead. Vessels arrived at 0850, UTC.

Grangemouth, May 2 — Trawler (All types) *Genesis* is presently alongside at Peterhead, awaiting repairers and spare parts. Repairs are expected to be completed around May 5-6. — Lloyd's Agents.

GIANT I (Panama)

Antalya, Apr 26 — A fire broke out on yacht *Giant I* (2290 gt, built 1974), anchored in Antalya Bay, due to an electrical failure, at 0630 hrs, today. The passengers on board were evacuated. Tug *Aytak*, from the port of Antalya, participated with the fire fighting and cooling operations. The fire is out and extent of damage to the vessel is unknown. *Giant I* is still at anchorage. — Lloyd's Agents.

Antalya, Apr 27 — Fire on yacht *Giant I* Apr 26: Tugs *Aytak* and *Dilburnu* from the port of Antalya successfully conducted salvage operations to putting out the fire and cooling the vessel. Fire is out and the crew returned to the vessel. Extent of damage to vessel is unknown, however, reported to be severe. Vessel is still at anchorage with *Dilburnu* and environmental services from port of Antalya on stand-by. — Lloyd's Agents.

GOLDEN RETRIEVER II (U.S.A.)

See *Diamond Girl II*.

GOLDEN SKY (Cyprus)

Riga, Apr 26 — Bulker *Golden Sky* is still under arrest on claim of Lattelecom, for damage of the cable. Despite the club's LOU was handed to the State Chancellery, Lattelecom received court decision on base that owners "do nothing." Owners can not move the vessel for scrapping because appeal lodged but take time to court hearings. Claim based on disputable documents, club offered additionally part payment of fair and reasonable losses, and LOU for remaining, but met complete unwilling to discuss. — Lloyd's Agents.

GOURINIS (France)

London, May 2 — Following received from Etel MRCC, timed 0940, UTC: Catamaran ferry *Gourinis*, FW9487, (190 gt, built 1979) sank in lat 47 27 23N, long 03 03 17W, on Apr 30, following ingress of water. The three crew and 29 passengers were rescued safely. A vessel is on scene marking the sinking position.

London, May 2 — A press report, dated Apr 30, states: Catamaran ferry *Gourinis* struck a rock two nautical

miles off Quiberon and started to sink early this afternoon. The master then decided to evacuate the ship and the 29 passengers were evacuated by liferaft and were recovered by Roll on Roll Off *Vindilis*. An investigation was opened to determine the causes of the accident, which occurred in good conditions weather, with little wind and a glassy sea. The vessel operates between Quiberon and the islands of Houat, Hoedic and Belle-Ile. According to SMN'S, the service was not stopped, another SMN ship, *Dravanteg*, having taken over the service.

HIGH HARMONY (Panama)

Los Angeles, Apr 30 — The Marine Exchange has advised that product tanker *High Harmony* is currently being inspected by the Coast Guard. Hopefully, it will shift from the anchorage to a berth tonight to discharge its cargo, pending the Coast Guard findings. — Lloyd's Agents.

HYDRA (Netherlands)

London, Apr 26 — Suction dredger *Hydra* was reported sailing from Rotterdam at 0055 hrs, Apr 25.

IWASHIRO (Panama)

London, May 1 — Container Carrier *Iwashiro* was still at a Durban repairyard yesterday.

JET WAVE 3

Bangkok, May 3 — Understand from Phuket sub-agents that passenger (cruise) *Jet Wave 3* had a fire on board off Phi Phi Lae Island on Apr 24 while at anchorage in Maya Bay. There were about 80 passengers on board but no injuries were reported. The vessel, being a wooden structure, burned to the waterline and sank in a depth of about 30 metres. So far, there have been no reports of any attempt to salvage or raise the wreck. — Lloyd's Agents.

KAMAL XXVIII (India)

Kochi, Apr 27 — Understand that cutter suction dredger *Kamal XXVIII* has completed its drydocking at Kochi shipyard and is awaiting instructions for her next assignment. — Lloyd's Agents.

KARIM I (Cambodia)

Bucharest, Apr 30 — General cargo *Karim I*, which is still under arrest, has been abandoned to salvors Atriamar SRL, who intend to sell the vessel as scrap. — Lloyd's Agents.

KOL-179 (Poland)

London, Apr 27 — Following received from Aarhus RCC, timed 0950, UTC: Trawler (All types) *Kol-179* was refloated yesterday evening with tug assistance after some of its cargo of fish was offloaded to another fishing vessel. Vessel then arrived at Nekso yesterday.

KOSTAS (Honduras)

London, May 3 — As of Apr 30, general cargo *Kostas* was still in port at Skikda.

LADY OF GRACE (U.S.A.)

London, Apr 27 — A Coast Guard Wood's Hole press release, dated Apr 26, states: Massachusetts State Police and Coast Guard investigators returned to fishing (general) *Lady of Grace* today to continue their investigation surrounding the sinking of the vessel on Jan 26. No bodies were discovered during today's investigation. A commercial contractor successfully hoisted *Lady of Grace* onto a deck barge yesterday and transported the vessel to Quonset, R.I. While the vessel was moored at the Quonset facility, investigators boarded it to gather additional information and to search for two crew members who remain missing. Investigators have now completed their physical examination of the vessel, and the captain of the Port of Providence has granted permission for *Lady of Grace* to be moved at the discretion of the owner and commercial contractor.

LARS MAERSK (DIS)

London, Apr 26 — Container Carrier *Lars Maersk* arrived at Port Elizabeth on Apr 24.

Cape Town, May 2 — Container Carrier *Lars Maersk* picked up a team of technicians at Pointe Noire to carry out repairs while on sea passage. The vessel arrived in Port Elizabeth on Apr 24 and departed on Apr 26. — Lloyd's Agents.

LAZARUS (Panama)

Port au Prince, Apr 27 — At least 15 Haitians died and dozens were injured when general cargo *Lazarus* hit a sandbar and spilled passengers overboard off the Caribbean nation's southern coast, authorities said yesterday. Civil Protection Director Alta Jean-Baptiste said the packed ferry was leaving the southern town of Jeremie for the capital Port-au-Prince when the accident occurred on Tuesday (Apr 24) evening. "Fifteen bodies were recovered, but rescuers have stopped searches because they don't expect to find other bodies," Jean-Baptiste told Reuters. Some victims were crushed when another boat tried to pull the stuck ferry from the sandbar in the dark, civil protection officials said. About 300 passengers were on board the apparently overloaded vessel, which was also laden with cargo, when it struck the sandbar, the officials said. — Reuters.

Port au Prince, Apr 27 — General cargo *Lazarus* is a coastal vessel which just plies between Jeremie and Port au Prince. — Lloyd's Agents.

LS ANNE (Gibraltar)

London, Apr 27 — According to Lloyd's MIU AIS, combined chemical and oil tank *LS Anne* was located 19.6 nautical miles from Domburg, in lat 51 49 38.1N, long 03 18 13.32E, at 1008, UTC, today, course 221 deg, speed eight knots.

MAGGIE CAT (Australia)

Brisbane, Apr 30 — Passenger (cruise) *Maggie Cat* has been repaired and is

now operating on its regular normal schedule between Townsville and Magnetic Island. — Lloyd's Agents.

MAR ALMUDENA (Marshall Islands)

London, Apr 30 — A Svitzer Salvage report, dated today, states: Svitzer Salvage today completed the rescue tow operations of asphalt tanker *Mar Almudena* (5942 gt, built 1994). The vessel developed engine trouble 60 miles off the Moroccan coast between Safi and Madeira whereupon the Lisbon-based salvage tug *Svitzer Leixoes* was instructed to proceed. Before departure on Apr 20 an owners' superintendent joined the tug. On Apr 23 the tug reached the vessel and a towage connection was quickly made. The convoy headed for Las Palmas where the tow was re-delivered on Apr 25. *Svitzer Leixoes* arrived back at Lisbon today, despite worsening weather conditions while en-route. (Note — *Mar Almudena* had sailed Gibraltar 0325, Apr 16, for Luanda.)

MARE (Malta)

Port Side, May 3 — Bulker *Mare* (23495 gt, built 1981) entered the Suez Canal with the northbound convoy on Apr 29 with a full cargo of 33,074 tons of iron oxide fines, bound for Bahrain. While vessel was transiting the canal, a strange noise was heard followed by a heavy vibration of the ship and an explosion in hold No.1 caused damages to hatch cover and all screwing bolts. Vessel moored at Suez inner harbour for investigation and to effect necessary repairs. — Lloyd's Agents.

MAULANA (Indonesia)

London, Apr 27 — Information received, dated Pekanbaru, Indonesia, today, states: Vessels heading for Perawang Port should exercise caution as the wreck of a small tanker (product tanker *Maulana*), which sank Apr 25, is lying at the side of the Siak River, Bay of Telepek. The tanker exploded due to an electrical problem at about 1300, local time, Apr 25, as it transited the Siak River. It was heading for Dumai port, having discharged gas oil at Pekanbaru. Pekanbaru Authority launched an evacuation operation, however four crew members are reported to have been killed and another 12 injured. Recent reports say that the tanker is still lying at the side of Siak River. Therefore, vessels proceeding to Perawang port should take precautions, even though the wreck is not in the middle of the river. Vessels heading for Dumai port from the Morong Pilot Station should not be affected due to different passage.

Jakarta, Apr 29 — Product tanker *Maulana* had fire on the Siak River, Siak Regency, Riau Province, on Apr 25. The incident claimed four lives, while 12 other people managed to escape. The incident took place at Teluk Telapung, Kota Gasib District, at about 1300, local time. The tanker had discharged some 1,600 kilolitres of gasoline at the Port of Pekanbaru and was en route for Dumai when the incident occurred. According to the

master his vessel had a short circuit/electrical problem. — Lloyd's Agents.

MELSHORN (Norway)

London, May 3 — The repairs to the quay which had been hit by passenger ro/ro *Melshorn* (2299 gt, built 1999) in Hareid, on Sep 25, 2006, have now been completed. The bow of the ship had "torn a large hole". Hareid Subsea carried out the repairs which have cost in the region of three million Norwegian kroner.

MIKHAIL DUDIN (Malta)

Riga, Apr 26 — General cargo *Mikhail Dudin* is still waiting for spare parts to be delivered on Apr 27. Expected time of repair is four days. — Lloyd's Agents.

Riga, May 2 — General cargo *Mikhail Dudin* is still at Ventspils. Spare parts are expected to be delivered in seven to 10 days. — Lloyd's Agents.

MOBRO 139 (U.S.A.)

London, May 1 — A Coast Guard Beaufort, SC, press release, dated Apr 30, states: A crane on barge *Mobro 139* (317 gt, built 1995) being towed by tug *Sara Kaitlin* (110 gt, built 1964), struck the McTeer Bridge on the Beaufort River at approximately 2030, Apr 26. The tug and barge were heading south towards Savannah. The crane sustained minor damage. The operators of the tug and barge, Savannah Marine Services Inc and CML Equipment Company LLC respectively, are fully cooperating with the Coast Guard and the matter is under investigation by the Coast Guard. South Carolina Department of Transportation has closed the McTeer Bridge to vehicular traffic. The Lady's Island Bridge (Wood's Bridge) is open to recreational vessel traffic on a restricted schedule as follows. Commercial vessel traffic restrictions have not been implemented at this time. The draw will operate as follows: (1) On Monday through Friday, except Federal holidays: (i) From 0630 hrs to 1000 hrs, 1100 hrs to 1300 hrs and 1530 hrs to 1900 hrs, the draw need not open; and (ii) The draw need open at 0630 hrs, 1000 hrs, 1100 hrs, 1300 hrs, 1400 hrs and 1900 hrs for recreational traffic. The bridge will open on signal to commercial traffic. (2) On Saturday, Sunday, and Federal holidays: (i) From 0730 hrs to 1000 hrs, 1100 hrs to 1300 hrs, and 1530 hrs to 1830 hrs, the draw need not open; and (ii) the draw need open at 0730 hrs, 1000 hrs, 1100 hrs, 1300 hrs, 1400 hrs, and 1830 hrs for recreational traffic. The bridge will open on signal to commercial traffic. (3) At all other times the bridge will open on signal.

London, May 1 — A press report, dated today, states: The reality of losing access to the J.E. McTeer Bridge hit residents hard yesterday, the first workday since the bridge was closed after a barge's (*Mobro 139*) in tow of tug *Sara Kaitlin* crane hit its underside, as about 20,000 vehicles crammed their way onto the one remaining bridge between Lady's Island and Port Royal Island. Authorities said they will tweak

traffic direction over the next few days as they adjust to the closure of the McTeer bridge that spans SC 802. Repairs on the McTeer bridge are expected to take about three months but SC Department of Transportation officials said they will have a better idea of the timeline after an evaluation by a state bridge maintenance engineer today. The state agency is treating the bridge repair as an emergency operation and will hire a contractor as soon as possible after repair plans are made, said Robert Clark, DOT engineering administrator for Beaufort County. Then it will be a matter of waiting for materials to be produced, he said. DOT engineers are working with federal officials in exploring ways to reinforce the McTeer bridge so it can reopen to limited traffic before repairs are complete, Clark said. County and state authorities closed the bridge Friday night after examining damage done to steel support beams when the crane struck the bridge Thursday night. Seeing damage to only three of the five beams Friday and Saturday, one lane was open to limited traffic Sunday morning, but Clark said the bridge was closed completely after investigators found one more beam damaged Sunday afternoon. "The bridge is not in any danger of collapsing," Clark said, adding the complete closure to traffic was done more out of concern of limiting damage to the beam rather than for motorists' safety. The Coast Guard continues to investigate, said Lt Meridena Kauffman, senior investigative officer. She said the Woods bridge operator called the Coast Guard at about 2030 hrs, and they immediately called the master of the tug towing the barge. The master said little damage was done to the crane. After lowering the machinery, the tug continued on to Savannah, Kauffman said. Possible civil penalties are pending, she said, adding all the responsibility of operation belongs to the tug. DOT officials plan to file a claim against the responsible parties to pay for bridge repair expenses once the Coast Guard investigation is complete, Clark said.

London, May 3 — A press report, dated today, states: Traffic flowed a little smoother yesterday for the estimated 20,000 motorists travelling between Lady's Island and Beaufort. Authorities instituted a morning lane reversal on the Richard V. Woods Memorial Bridge. In the afternoon, they opened one lane of the J.E. McTeer Bridge, closed since Friday (Apr 27) after a barge crane (barge *Mobro 139*, tow of tug *Sara Kaitlin*) struck the underside Thursday night. Vehicles will roll over the least damaged two of the bridge's five steel support beams. S.C. Department of Transportation engineers said they made temporary repairs Tuesday. Traffic on the McTeer bridge will remain limited to rush hours to allow engineers to inspect it twice daily, said William Winn, director of the Beaufort County Emergency Management Department. DOT bridge maintenance engineer Curtis Brice said drivers shouldn't worry about safety

while crossing the bridge and he's "very" confident the bridge will sustain no further damage with the temporary repairs that have proven to work with other bridges. Engineers said they hoped to keep one lane of the bridge open throughout the repair of the bridge, which is estimated to take about three months. Bill Hedgpath, vice president of construction for United Contractors, which DOT hired for the repair, said it shouldn't take longer than that to replace the bridge's support beams. Hedgpath said he is negotiating with subcontractors to determine who can manufacture the beams fastest. Those beams will likely have to be made from scratch in a steel mill because of their size. He had no time estimates on the beam production, but indicated it would be a matter of weeks rather than months. The Coast Guard investigation into the incident that damaged the bridge continued today as officers travelled to Georgia to meet witnesses employed by and representatives of Savannah Marine Services, the company hired to tow the barge. DOT officials said they will file a claim against the responsible parties to recoup the cost of repair.

MORNING EXPRESS (Panama)

Singapore, Apr 30 — Product tanker *Morning Express* is currently at Sembawang Shipyard Berth 10, Singapore. — Lloyd's Agents.

MSC NAPOLI (U.K.)

London, Apr 30 — A press report, dated Apr 29, states: SMIT Salvage, salvaging cargo from Container Carrier *MSC Napoli*, may finish the operation about two months ahead of schedule. Since it was beached in Lyme Bay in January salvors have worked around the clock to remove more than 2,000 containers from the stricken vessel. Now only 300 containers remain on board and it is hoped the operation could be completed in the next two weeks. SMIT also hope to refloat the vessel. The company will carry out a full risk assessment of the vessel's structure when all the cargo has been removed but the plan is to keep the *MSC Napoli* in one piece and tow it away.

London, May 3 — Removal of containers from the beached Container Carrier *MSC Napoli* has exposed some flaws in the process as thousands of bottles of shampoo and other salvaged cargo pile up in the tiny Dorset port of Portland. Robin Middleton, the Secretary of State's Representative who has unique authority to supervise the response to maritime accidents in UK waters, will be recommending an extension of powers to cover cargo owners as well. In an interview with Lloyd's List which was given exclusive access to the huge clear-up work still under way, Mr Middleton said delays by shippers in arranging the removal or disposal of their goods was causing congestion in Portland, which has little space to handle so much unexpected cargo. In some cases, individual owners cannot be reached. While sosrep has the authority to issue orders to

shipowners, charterers, and port operators in the event of a shipping casualty, he does not have similar power over cargo interests. The gap in the lines of responsibility has emerged as the process of lifting boxes off the 4,700 teu UK-flag ship approaches the final stages. By the end of April, just 207 of the original 2,318 containers were still on the ship. These are waterlogged and could weigh up to 60 tonnes, so will be the most difficult to free. Nevertheless salvage firm Smit expects the remainder to be cut out within the next three or four weeks. After that, work will start on removing the vessel that is listing at around 8.5°. The whole operation is thought to have cost well in excess of \$30m so far. The crew abandoned *MSC Napoli* when it started to fracture during a storm in January. The ship, owned by Zodiac Maritime, was then towed to Lyme Bay and deliberately grounded. Although badly damaged, the vessel has not yet been declared a constructive total loss, but could be soon after an inspection by divers. Smit has been awarded the contract to salvage the ship, and will attempt to refloat it next month once the last containers have been craned out of the hatches. However, there is no guarantee that the wreck can be refloated in one piece. "No-one knows how much residual strength there is in the hull," Smit senior salvage consultant Bert Kleijwegt told Lloyd's List. Even if the refloat is successful, salvors face another problem as the draught will be an estimated 19 m, too deep for *MSC Napoli* to be taken to anywhere in northern Europe, apart from a possible site in Norway. One of the options being considered is to tow the ship to a suitable location where it can be sunk, said Zodiac operations director Paul Shields. That remains a sensitive solution because of the UK's sponsorship of the London Dumping Convention, but nevertheless may be permitted once guarantees are provided that all toxic materials have been removed and there is no risk to the environment. Whatever the final decision about the future of the ship, Mr Shields expects *MSC Napoli* to have left Lyme Bay by the end of the summer. Salvors reckon it should be on its way by late June, "weather permitting." Containers and their contents are also being cleared as fast as possible by those working at Portland, but Mr Middleton is privately accusing some cargo owners of being less than co-operative. One multinational with products onboard was insisting on the incineration of its cargo, with its own witnesses present. Mr Middleton had been waiting six weeks for the company to organise the disposal, but finally resolved the matter yesterday. "Property owners are delaying the process," he said. Another shortcoming has been insufficient manifest information.

MSC SEBNEM (Turkey)

Bucharest, Apr 27 — Provisional repairs to the bulbous bow of Container Carrier *MSC Sebnem*, under the supervision of the class surveyor, were

completed at 2000 hrs, Apr 24. Vessel sailed from Constantza at 2100 hrs, the same day, bound for Turkey. — Lloyd's Agents.

NA-KAO (U.S.A.)

Honolulu, May 1 — Tank barge *Na-Kao* is still in Honolulu. It is reported that the builder's naval architects have inspected the barge, but as of this date, no decision has been made as to permanent repairs. — Lloyd's Agents.

NAZIMUDDIN (Bangladesh)

Karachi, Apr 28 — Chittagong Port Authority (CPA) have reported that general cargo *Nazimuddin* was removed from the port channel yesterday. As a result, it withdrew a suspension on night navigation, imposed 12 days ago, when the lighter vessel sank. Nazmul Alam, Chittagong Port's Deputy Conservator, told the media that night-time navigation was allowed after the removal of the sunken vessel. "The channel is now risk-free and vessels are now free to move day and night," he added. The owners of the *Nazimuddin* engaged two private firms to salvage the wreckage and clear the channel. — Lloyd's List Correspondent.

Chittagong, Apr 29 — Owners of general cargo *Nazimuddin* informed that above vessel was lifted/salved in two parts yesterday and was left at shoreside near Patenga sea beach. The necessary cleaning work on the vessel is now continuing. Owners are yet to make a decision regarding repairs of vessel. — Lloyd's Agents.

NOBEL (Cambodia)

London, May 3 — A press report, dated today, states: Five Russian seamen who were crewmembers of general cargo *Nobel* that sank near the Chinese coast returned home today. They have been held at Ninbo port since Jan 23 after *Nobel* was in collision with a Chinese floating crane. *Nobel* that brought to Ninbo 8,500 cubic metres of Russian timber was anchored when the floating crane collided with the ship hitting its starboard side. The ship was holed below the waterline. The crew of *Nobel* struggled exerting shipboard damage control efforts, but then had to leave the vessel and board the floating crane. *Nobel* sank four hours after it was holed, second mate Sergei Sapozhnikov said. *Nobel's* crew consisted of 19 members, all residents of Russia's Primorsky territory. Soon after the accident, 14 crewmembers were repatriated to Russia. The Chinese authorities detained five seamen, including captain Vyacheslav Skrynnikov, for "the investigation of the causes of the incident." The seamen lived over three months in a hotel at Ninbo port. After the investigation was over, the Chinese authorities airlifted the Russian seamen to Harbin. From there they were transported by bus to the Russian-Chinese border.

NOELANI (U.S.A.)

Seattle, May 1 — The repair status of tug *Noelani* is unknown. The owner indicated that he intended to rewire

the fire damage with the assistance of "a bunch of Mexicans" and return the vessel to service. The vessel was no longer at Fred Wahl's, in Oregon, according to sources on scene. — Lloyd's Agents.

NORB WHITLOCK (U.S.A.)

London, Apr 27 — Following received from Coast Guard New Orleans, timed 1450, UTC: Salvage operations involving the sunken barge from tug *Norb Whitlock* remain in hand. The Captain of Port Restriction applied to combined chemical and oil tank *Stolt Creativity* has now been lifted.

London, Apr 30 — Information received, dated New Orleans today, states: The salvage operation for the sunken barge (being pushed by tug *Norb Whitlock*) at Mile 183 of the Mississippi River is continuing. The safety zone and following restrictions remain in effect until further notice. Safety zone from Mile 181 to Mile 183 extending the entire width of the river. Vessels with a draught of 30 ft or less may transit the safety zone. Vessels with a draught greater than 30 ft will be allowed to transit this area during daylight hours only, and they will be limited to one-way traffic. For vessels with a draught of 40 ft or more are considered on a case-by-case basis. Vessel traffic co-ordination is handled by the Vessel Traffic Centre.

NORDKAPP (NIS)

London, Apr 30 — Passenger ro/ro *Nordkapp* arrived Bergen Apr 29.

NORTHERN ADVENTURE (Canada)

London, Apr 30 — A press report, dated Apr 28, states: About a month after going into service, passenger ro/ro *Northern Adventure* is being taken out of service for 10 days. It will undergo a refit from May 9 to 19 and will be replaced by *Queen of Prince Rupert*. *Northern Adventure* experienced several problems, including flooding and a faulty PA system after about a week of being in service. BC Ferries spokesperson, Deborah Marshall, says the latest problems involve outdoor drainage and elevators that were designed to European standards: "They are built to European standards, which are different than Canadian standards. Certainly, we have to meet the approval of the BC Safety Authority. We've been working, we need a part for the elevator, and we have been working diligently on that, but those two items will be addressed during the refit." The company says they want to make sure the issues are fully resolved before the busy summer season.

London, May 1 — A press report, dated today, states: Passenger ro/ro *Northern Adventure* has been plagued with many small problems, including grey water backing up, an alarm system that doesn't work, a faulty electrical panel, elevators and escalators, etc, adding to serious concerns that could put the safety and security of passengers at risk. BC Ferries has invested about \$100 million in *Northern Adventure*, including \$51 million to buy it from a company in

Italy, a \$9-million refit in Greece and another \$9-million refit in Victoria and Richmond. The vessel has already left passengers stranded. After just a week of service, it had to be tied up in Prince Rupert for 30 hours while problems were fixed. *Northern Adventure* should not be put back into service until BC Ferries is certain there will be no further disruptions to service.

OCEAN VILLAGE TWO (U.K.)

London, Apr 27 — A press report, dated Apr 24, states: Passenger (cruise) *Ocean Village Two* (70310 gt, built 1990) sustained a small fire at the Lloyd Yard in Bremerhaven, Apr 16, shortly before finishing refurbishing works for the cruise start under its new name. The fire brigade able to extinguish flames soon. Delivery was not expected to be delayed. No injuries. (Note — *Ocean Village Two* sailed Bremerhaven at 0915, Apr 18, and arrived and sailed Southampton Apr 19.)

OLVY-01 (Panama)

Labuan, May 3 — General cargo *Olvly-01* is still aground and no salvage work has been carry out yet. — Lloyd's Agents.

PACIFIC PATRIOT (U.S.A.)

London, Apr 27 — Following received from Coast Guard Juneau, timed 1806, UTC: Tug *Pacific Patriot* and tank barge *PM 230* arrived Ketchikan Apr 24.

PANTAS NO.1 (South Korea)

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

PAULO DA GAMA (Portugal)

Fayal, Apr 29 — General cargo *Paulo da Gama* arrived at Fayal on Apr 9 from Praia da Vitoria, and sailed later the same day for Praia da Vitoria. — Lloyd's Sub-agents.

PETER WESSEL (Norway)

London, Apr 27 - Passenger ro/ro *Peter Wessel* was reported passing Skaw, in a northerly direction, at 0750 hrs, Apr 26.

PETREL (Argentina)

London, Apr 27 — Following navigation warning dated today, states: Fishing *Marianella*, towing fishing (general) *Petrel* (145 gt), in lat 39 46S, long 57 57W, line length 400 metres, speed 6.5 knots, course 040, bound Mar del Plata port.

PHOENIX BETA (Hong Kong)

Caracas, Apr 28 — Understand from vessel's agents that crude oil tanker *Phoenix Beta* was successfully refloated without damage and sailed on Apr 15 for Tranmere. — Lloyd's Agents. (See issue of Apr 24.)

London, Apr 30 — A SMIT Salvage report states: Crude oil tanker *Phoenix Beta*, carrying 66,000 tonnes of crude oil, grounded shortly after leaving Maracaibo. On Apr 4 SMIT Salvage was contracted on basis of Lloyd's Open Form 2000 to refloat the grounded vessel. A six-man salvage team and

equipment was mobilised to the vessel. After part of the cargo, some 21,000 tonnes, was transferred to a lightering tanker, the vessel was successfully refloated with the aid of five tugs from the Venezuelan partner company Terminales. After the cargo was transferred back to *Phoenix Beta*, the vessel was able to continue its original journey to Liverpool.

PIERRE RADISSON (Canada)

London, Apr 27 — Icebreaker *Pierre Radisson* (5910 gt, built 1978) reported water ingress into the bosun's store due to rough weather in lat 47 09 18N, long 61 32 48W, at 2010, UTC, Apr 8. The vessel's windless was rendered inoperable due to this incident. (Note — *Pierre Radisson* arrived Halifax 0744, Apr 11, and according to Lloyd's MIU AIS, was in lat 44 40 06.24N, long 63 35 43.57W, at 1915, UTC, Apr 27.)

PM 230 (U.S.A.)

See *Pacific Patriot*.

PONT L'ABBE (France)

Portsmouth, UK, Apr 27 — Passenger ro/ro *Pont L'Abbe* (19321 gt, built 1978), bound Plymouth, needed a tow after getting into trouble just a few miles from port yesterday. The engine on the vessel cut out as it entered Plymouth Sound, not far from Drake's Island. Hundreds of passengers on board were left stranded at around 1900, last night (Apr 26). A civilian tugboat was scrambled to go to the ferry's aid and tow it into port. Trouble struck on the vessel's regular route as the vessel was making its usual trip from Roscoff, France. The 1,120 passenger vessel should have berthed in Plymouth at 2030 but arrived at about 2145. A spokesman for the company last night said: "The vessel had been experiencing engine problems earlier in the journey. By the time she was just a few miles from home the engine had failed altogether. It was considered unsafe to enter the port so the captain called for a tug. This is not something we are aware of happening before. The delay was around one hour 15 minutes." — Correspondent.

PRECIOUS (Panama)

Chittagong, May 1 — After completion of discharge of her cargo, general cargo *Precious* shifted from CUFL jetty to Chittagong outer anchorage on Apr 16. On Apr 19, she reberthed at Dry Dock Jetty-2, for repairs. Repairs are presently in progress and according to the owners local agent: Prominent Maritimes Ltd, Chittagong, repairs are expected to be completed on May 10. — Lloyd's Agents.

PUNITA (India)

Kolkata, Apr 27 — Product tanker *Punita* arrived at Haldia on Apr 26. — Lloyd's Agents. (See issue of Apr 12.)

Kolkata, May 2 — Product tanker *Punita* sailed Haldia Apr 27. — Lloyd's Agents.

RESERVE (U.S.A.)

Troy, Michigan, Apr 30 — Bulker *Reserve* was still at Fraser Shipyards

undergoing repairs to its turbine on Saturday (Apr 28). — Great Lakes and Seaway Shipping News.

RHINE FOREST (Marshall Islands)

Maassluis, Apr 30 — Barge carrier *Rhine Forest* arrived Rotterdam 2340, local time, Apr 29 from Bilbao. — Lloyd's Sub-agents.

RIVER PRINCESS

London, May 1 — A press report, dated Apr 30, states: The scheduled April 15, attempt to refloat bulk ore carrier *River Princess* has been put back to the end of the month. The government has agreed to pay a sum of INR 5.5 crores (US\$1,348,000) to M/s Jaisu Shipping Co. Pvt. Ltd. to refloat the wreck and tow it 12 nautical miles from the coastline, before the start of monsoon season at the end of May. The vessel has settled nearly eight-10 metres into the seabed, taking in between 30,000 and 40,000 metric tons of sand. In addition, the hulk has been corroding, leaving rusted fragments, like shrapnel, on the shore. The tidal flow beneath and around the hulk has altered not only the sea bed but also the sea current itself. The artificial sand bank around the hulk has interfered with the natural scavenging mechanism of the tides.

ROERBORG (Netherlands)

Zeebrugge, May 1 — Container Carrier *Roerborg* is still at Amsterdam shipdock, Ligplaats 2, under repair. — Lloyd's Sub-agents.

ROVUMA (Mozambique)

London, Apr 30 — A press report, dated today, states: Dredger *Rovuma*, which sank near Beira harbour on Apr 21, is thought to have hit a submerged wreck. There were no injuries or loss of life in the accident. *Rovuma*, which is owned and operated by the Mozambique port company Emodraga, has operated in Mozambique harbours since 1970, when it was purchased from India. The accident leaves Emodraga with a single dredger in service, the *Aruangua*, which is also in service at Beira. However, the port of Beira is expecting a new dredger to arrive from Japan by June of this year and *Rovuma* was expected to go to for scrapping shortly thereafter. A South African salvage team is on site and was attempting to salvage the vessel. A team consisting of technical personnel from Emodraga, CFM Maritime Administration and the National Hydrography and Navigation Institute (INAHINA) has been established to determine the cause of the accident.

S.A.HELDERBERG (Belgium)

London, Apr 29 — Container Carrier *S.A.Helderberg* sailed from Singapore on Apr 28 and arrived at Tanjung Pelapas on the same day.

SAMAR STAR (Philippines)

Manila, Apr 27 — Ferry *Samar Star* resumed normal operations today after the Maritime Industry Authority restored its operational status. The

vessel is scheduled to leave Cebu for southern Leyte in central Philippines tonight. — Correspondent.

SAN REMO (St. Vincent & Grenadines)

Gothenburg, Apr 26 — General cargo *San Remo* was refloated with slight assistance of Coast Guard vessel. Vessel anchored outside Gothenburg for survey and control. Pilot to enter vessel tonight and ordered to go to Surte at Kungälv for discharging the cargo and then for docking at yard. Holes in three ballast tanks, but empty, so no outlet has taken place. — Westax Marine Services AB. (See issue of Apr 27.)

Gothenburg, Apr 26 — Inspector from the Board of Shipping informs that an investigator is to arrive on board general cargo *San Remo* tomorrow, when due to proceed to Surte for investigations. Master claimed cause of grounding and incident due to certain lights in the inlet not functioning, and not fully aware of correct position, causing the incident. Damage not serious but enough for ordering discharge and yard attendance. Vessel not allowed to proceed as planned to Lake Vanern. — Westax Marine Services AB.

Gothenburg, Apr 27 — According to the average inspector, general cargo *San Remo* is discharging this afternoon and will be ready tonight to proceed to a yard in Gothenburg as the Board of Shipping will not release the vessel to proceed up river or into Lake Vanern. — Westax Marine Services AB. (See issue of Apr 30.)

Gothenburg, May 3 — General cargo *San Remo* arrived Gotenius Shipyard, Gothenburg, under own power, Apr 29. It is presently alongside and will not drydock until next week. Extent of damage not presently known. — Lloyd's Agents.

SARA KAILTIN (U.S.A.)

See *Mobro 139*.

SARA KAITLIN (U.S.A.)

See *Mobro 139*.

SCOTLAND (Italy)

London, Apr 28 — A press report, dated today, states: Late Thursday (Apr 26), 758-foot Container Carrier *Scotland* (37479 gt, built 1984) lost electrical power eight miles north-west of Cape Flattery. The *Scotland* had been heading towards the Strait of Juan de Fuca, with final destination Tacoma. The US Coast Guard directed the *Scotland* to move offshore and await arrival of a tug escort. Using its back-up generator, the vessel changed course to wait a safe distance off the Washington coast. Within the hour, the Washington Department of Ecology (Ecology) released the tug *Gladiator* to leave its homeport of Neah Bay and escort the vessel to Port Angeles. The *Scotland* was met by the *Gladiator*, which safely escorted the vessel to Port Angeles early yesterday. Another tug, *Jeffrey Foss*, took over escort of *Scotland* for the final leg of its journey into Puget Sound. (Note — According to Lloyd's MIU AIS, at 1954, UTC,

Scotland, which departed Busan on Apr 14, bound for Tacoma, was stationary in the port of Tacoma.)

SCOUT MARIN (Netherlands)

London, May 1 — General cargo *Scout Marin*, Krefeld for Aarhus, passed Brunsbüttel Apr 28 and according to Lloyd's MIU AIS was four nautical miles from Simrishamn, Sweden, at 2345, UTC, Apr 29.

Maassluis, May 1 — General cargo *Scout Marin* sailed from Harlingen on Apr 27. Her destination is however, unknown to us. — Lloyd's Sub-agents.

SEA DIAMOND (Greece)

London, Apr 27 — A Louis Hellenic Cruises press release, dated today, states: Louis Hellenic Cruises wishes to highlight that its response to pollution from passenger (cruise) *Sea Diamond* following the initial grounding was immediate. Louis Hellenic appointed EPE, and they have been on site ever since. It has been widely acknowledged that so far excellent work has been conducted. Louis Hellenic and their contractors have been co-operating fully with the local Greek authorities in preventing and minimising any possible effect on the environment following the sinking of vessel. The evaluation of the most appropriate way of minimising any threat from the vessel's bunker fuel could not realistically commence before the vessel was located on Apr 10. Louis Hellenic Cruises proceeded with the appointment of expert consultants and subsequently submitted an outline plan to the Ministry of Merchant Shipping which takes into account the considerable practical difficulties which arise from the location of the vessel and exact position of the tanks within the hull structure. The company wishes to state once more that all possible measures are being taken to minimise any environmental consequences in the region and all necessary steps are being taken to carry out with the Hellenic Centre for Maritime Research an underwater survey of the vessel and its immediate surroundings prior to a detailed evaluation of the most appropriate future course of action taking into account the technologies available and human safety.

London, Apr 30 — A press report, dated today, states: The data recording device from passenger (cruise) *Sea Diamond* was sent to the US yesterday under heavy security. A prosecutor and Coast Guard officials took the box to a military airport under heavy security to prevent any possibility of anyone tampering with the device. Investigators hope the data will help clear up confusion about why the vessel hit a well-marked reef, whether the sinking of the vessel could have been prevented and who decided the location to which the ship was towed before eventually sinking. The device will be sent to New York and from there to Florida, where the data will be analysed.

London, May 2 — A press report, dated today, states: Almost a month after the sinking of passenger (cruise)

Sea Diamond off the coast of Santorini, the government has yet to decide how it will remove more than 400 tons of fuel still in the wreck, it was revealed yesterday. The Merchant Marine Ministry admitted last week that it did not have an approved strategy for saving the island's coastline from being badly polluted. Merchant Marine Minister Manolis Kefaloyiannis told Parliament that a company called Core Marine Limited had sent a letter to the ministry on Apr 13 "that included a plan on how to remove the fuel and other pollutants." The minister said the firm had been asked to submit the technical details for approval by the ministry, but did not give any more details about what its plans were. A vessel belonging to the Hellenic Centre for Marine Research reached Santorini on Monday (Apr 30) to record data regarding *Sea Diamond's* exact position. This information will be necessary for deciding how the fuel will be removed.

SEALTH (U.S.A.)

Seattle, May 1 — Roll On Roll Off *Sealth* is currently out of service and moored at WSF facility in Eagle Harbor, WA. *Sealth* will go to Dakota Creek Industries next week, for repairs to the forward rudder and other maintenance items. The duration of the drydocking is 10-14 days. — Lloyd's Agents.

SEAPOWET (Bahamas)

Mobile, Apr 26 — Combined bulk and oil carrier *Seapowet* is still anchored offshore for repairs. — Lloyd's Agents.

SHAH BADAR-I

Chittagong, May 3 — Vessel *Shah Badar-i*: According to owner's agents in Chittagong the situation remains unchanged due to lack of available funds for repairs. — Lloyd's Agents.

SICHEM ANELINE (Marshall Islands)

Troy, Mich., Apr 28 — Combined chemical and oil tank *Sichem Aneline* sailed late Wednesday (Apr 25) from Montreal. No damage was found to its hull after the vessel ran aground two weeks ago in the St Lawrence River opposite Montreal, where it had loaded benzene for delivery to Philadelphia. The grounding was caused by faulty steering gear. The steering was repaired and vessel was found fit to continue its voyage to Philadelphia. — Great Lakes & Seaway Shipping News.

SIERRA NAVA (Panama)

London, Apr 30 — A Svitzer Salvage report, dated Apr 26, states: Svitzer Salvage today completed the wreck removal operations involving refrigerated general cargo *Sierra Nava* by handing it over to new owners. This could be executed after the Spanish authorities allowed the departure of the vessel in tow. The former owners and their underwriters had decided to sell the vessel and the actual hand-over in conjunction with the departure permission from the Spanish authorities marked the end of the Svitzer Salvage involvement.

SINEGORSK (Russia)

See "Naantali, Area, Finland" under "Pollution".

SKARPOE (Cyprus)

London, Apr 30 — General cargo *Skarpoe* sailed Klaipeda Apr 29.

STOLT CREATIVITY (Cayman Islands)

See *Norb Whitlock*.

STRYN (Norway)

Oslo Apr 27 — Roll On Roll Off *Stryn* underwent repairs at Kaupanger between Apr 15 and 17. The vessel is now back in business having started its normal route on Apr 18. — Lloyd's Agents.

SUI YUAN YU 28

Suva, Apr 30 — The repairs to fishing (general) *Sui Yuan Yu 28* have been completed on Apr 15 and the vessel has returned to service. — Lloyd's Agents.

TAXIARCHIS SIERRA (Cyprus)

Kolkata, May 3 — Bulker *Taxiarchis Sierra* is still under detention and to date, the Court has issued no orders for its release. — Lloyd's Agents.

TINA JAKOBSEN (DIS)

London, Apr 27 — Following received from Coastguard Milford Haven MRSC, timed 1639, UTC, Apr 26: Combined chemical and oil tank *Tina Jakobsen* (2401 gt, built 1980), 3150 tonnes soya bean oil, bound Liverpool, reported engine blackout due to fresh water pump overheating in lat 51 30.4N, long 05 50.1W, at 1414, UTC, Apr 26. Master advised engine restarted and vessel under way at 1500, UTC, Apr 26. (Note — *Tina Jakobsen* sailed Ghent Apr 24 for Liverpool.)

London, Apr 27 — Following received from Coastguard Liverpool MRCC, timed 0929, UTC: Combined chemical and oil tank *Tina Jakobsen* arrived in Liverpool at 0900, UTC, today. Surveyors from Liverpool Marine Office will be attending the vessel today.

London, May 1 — Combined chemical and oil tank *Tina Jakobsen* sailed Liverpool at 2000 hrs, Apr 30, for Hamburg.

TINAI (South Korea)

Bahrain, May 1 — General cargo *Tinai* sailed yesterday for Kuwait where eta 1600, local time, today. — Lloyd's Agents.

TRANS-1 (Bangladesh)

Khulna, May 1 — Local coaster *Trans-1* sank at midnight Apr 29, at buoy No.Alpha-15, Passure River, Mongla port, whilst loading cargo from bulker *Alison* (16683 gt, built 1977). The vessel had loaded approximately 350 tonnes of clinker, when a crack developed on the bottom of the hatch of the *Trans-1*. Operations to raise the sunken vessel are in progress. The cargo is owned by Dubai Bangla Cement Mills Ltd. *Alison* arrived at Mongla port on Apr 29 to discharge 15,500 tonnes of clinker for Dubai Bangla Cement Mills Ltd and Mongla Cement Factory. Vessel is scheduled to

lighten approximately 5,500 tons of clinker into various lighter vessels at buoy No.Alpha-15, Mongla Port, and thereafter to be shifted to a jetty for final discharge. Vessel's ETD from Mongla is May 4-5. — Lloyd's Sub-agents.

TRANSMODAL (Argentina)

London, Apr 30 — According to Lloyd's MIU AIS Container Carrier *Transmodal* (3491 gt, built 1991) was at anchor in lat 22 50 56N, long 43 07 58W, at 1055, UTC, today. (Note — Understand *Transmodal* has been at anchor off Rio de Janeiro since Sep 21 awaiting replacement parts following engine problems.)

UAL HOUSTON (Bahamas)

London, Apr 27 — According to Lloyd's MIU AIS general cargo *UAL Houston* was in lat 15 16 08N, long 18 00 03W, at 1840, UTC, Apr 26, speed 16.6 knots, course 180 degrees, bound Lobito.

UNI HAUL 339 (Singapore)

Singapore, Apr 23 — Pontoon *Uni Haul 339* arrived Singapore 0745, Apr 21. — Lloyd's Agents.

VANS QUEEN (Liberia)

Wilhelmshaven, Apr 30 — Roll On Roll Off Container Carrier *Vans Queen* sailed Wilhelmshaven Apr 29. — Lloyd's Sub-agents.

VASSILIKI T. (Greece)

London, May 3 — Following received from Environmental Protection Engineering S.A, timed 0518, UTC.: Bulker *Vassiliki T.* (1636 gt, built 1982) not under command in lat 38 12.9N, long 24 36.9E, 3.1 nautical miles from Cape Kairea. Towage required. Ships in the vicinity are requested to keep radio contact in order to render assistance if necessary, reporting to RCC Piraeus.

London, May 3 — Following received from Piraeus RCC, timed 0710, UTC: Bulker *Vassiliki T.* is being towed by tug *Lucky Star* to Piraeus, where ETA this evening. (Note — According to Lloyd's MIU AIS *Vassiliki T.* and *Lucky Star* were in lat 37 43 58N, long 23 45 52E, at 0716, UTC, today, speed 7.5 knots, course 314 deg.)

London, May 3 — Lloyd's Casualty representatives in Piraeus report: At 2023, UTC, May 2 bulker *Vassiliki T.* was not under command in lat 38 13N, long 24 37E, and required towing. Tug *Lucky Star* arrived on scene and began towing the vessel to Piraeus.

VICTORIA (Antigua & Barbuda)

Bremen, Apr 27 — Part containerised general cargo *Victoria* (7767 gt, built 2004) sustained rudder damage on River Weser in the area of Lemwerder, at 1550 yesterday. The vessel is to be brought to quai Kap Horn, Bremen. — Lloyd's Agents. (Note — *Victoria* sailed Tampa 1100, Apr 6, and according to Lloyd's MIU AIS was stationary in lat 53 07 04N, long 08 43 47E, at 1133, UTC, today.)

London, Apr 30 — Part containerised general cargo *Victoria* sailed Bremen 0050, local time, Apr 28, for Mostaganem.

VIRTUSU (Isle of Man)

Maassluis, May 2 — General cargo *Virtusu* is still at Reimerswaal Shipyards. However, there is no current ETC of repairs. — Lloyd's Sub-agents.

VISAYAN TRADER (Panama)

Yokohama, May 1 — Roll On Roll Off *Visayan Trader* arrived at Kobe on Apr 27 from Vladivostok and sailed later the same day for Vladivostok. — Lloyd's Agents.

VIVITA (Malta)

Kiel, Apr 29 — General cargo *Vivita* (2120 gt, built 1981) sustained machinery damage off Sweden on Apr 25 and had to anchor. The vessel was subsequently towed to Tallinn for repairs. — Correspondent.

VOLGO-BALT 209 (Russia)

Kiel, Apr 27 — The cargo of general cargo *Volgo-Balt 209* has been transferred to general cargo *Volgo-Balt 210* in the America harbour, Cuxhaven. Cargo transfer started one week ago and was completed yesterday. It is still not clear what is going to happen to *Volgo-Balt 209* as it is not allowed to move to a yard via open sea due to the leaks in the ballast tanks. — Correspondent.

Kiel, Apr 28 — General cargo *Volgo-Balt 209* will start to be towed from Cuxhaven to Russia on Apr 30. — Correspondent.

Kiel, Apr 30 — Polish tug *Ares* arrived Cuxhaven yesterday to tow general cargo *Volgo-Balt 209* to St.Petersburg. Today tug *Taucher Otto Wulf 8* and *Ares* connected to the vessel and at 0900 hrs it departed for Baltisky Zavod Yard, St.Petersburg, where, after longer negotiations, the grounding damage is to be repaired. *Volgo-Balt 209* is expected to be at the repair yard in about three days. General cargo *Volgo-Balt 210* is still berthed in Cuxhaven with the cargo it took from *Volgo-Balt 209*. — Correspondent.

Kiel, May 2 — General cargo *Volgo-Balt 209* has passed the Kiel Canal towards Russia. Tug *Taucher Otto Wulf 8*, which was originally only to stay with the vessel until it reached Brunsbuttel remained attached to the stern as far as Kiel lighthouse yesterday, as the vessel proved very difficult to steer. The destination was once more changed and is now no longer St.Petersburg but Kaliningrad, which is much closer. — Correspondent. (Note — According to Lloyd's MIU AIS *Volgo-Balt 209* was in lat 54 41 21N, long 15 01 49E, at 0618, UTC, today, speed six knots, course 82 degrees.)

WEST SAILOR (Malta)

Maassluis, May 1 — Chemical tanker *West Sailor* arrived at Hamburg at 1232, local time, Apr 30, from Cork. — Lloyd's Sub-agents.

WESTERLAND (Fiji)

Portsmouth, UK, Apr 27 — Bligh Water Shipping Ltd. have today

confirmed that one of its vessels was involved in a reef touching incident. Managing Director Simon Narayan has confirmed that passenger ro/ro *Westerland* (1509 gt, built 1971) touched a reef near Laucala Island off Taveuni and sustained some damage to the hull. He said it was a minor incident and the vessel made its own way to Suva for repairs. There were no passengers or cargo on board at the time. Ship services are likely to resume by Monday (Apr 30). — Correspondent.

Suva, May 2 — Passenger ro/ro *Westerland* has returned to service and will depart Suva today for Suvusavu. — Lloyd's Agents.

WILLEM VAN DER ZWAN (Netherlands)

Zeebrugge, May 1 — Burnt out fishing (general) *Willem Van der Zwan* is still at Velsen, Amsterdam port region. — Lloyd's Sub-agents.

WUNMA (Australia)

London, Apr 27 — A Zinifex Ltd quarterly review, dated Apr 26, states: Sales for the March quarter were well below both the December quarter and the corresponding period last year after shipping was interrupted for 16 days while bulker *Wunma* was recovered and repaired after sustaining largely electrical damage as a result of cyclone "Nelson." As a consequence concentrate stocks are currently at higher than normal levels at Karumba. While a large proportion of the sales missed during the March quarter are expected to be made up during the final quarter, the balance will be recovered in the September quarter.

XANADU (Malta)

London, Apr 28 — Bulker *Xanadu* sailed from Flushing at 1002, Apr 26.

YARMOUTH (Liberia)

London, May 1 — At 0744, EDST, Apr 22, the pilot of bulker *Yarmouth* (17730 gt, built 1985) reported engine problems while berthing at Contrecoeur, Quebec, in lat 45 49.35N, long 73 18.19W. (Note: According to Lloyd's MIU AIS, *Yarmouth* was located at lat 45 24.55.87N, long 73 41.37.42W, at 1150, BST, May 1, 10.3 miles from Montreal, speed, 7.1 knots, course 249 degrees.)

London, May 2 — Bulker *Yarmouth* experienced main engine valve failure on approach to the Snell Lock approach wall, St Lawrence River, in lat 45 01N, long 74 40W, at 1650, EDST, May 1. Vessel secured below Snell Lock. Vessel underwent Seaway & US Coast Guard inspection.

YINHE NO.1 (Cambodia)

See *Eifuku Maru No. 7*.

YU BAO NO.1 (Taiwan)

Suva, May 2 — Fishing (general) *Yu Bao No.1*: Situation unchanged. — Lloyd's Agents. (Note: *Yu Bao No.1* was previously reported at Suva, on Nov 13, 2006, waiting to be sunk.)



SOMALIA

Nairobi, May 3 — Gunmen have seized three fishing vessels off the Somali coast, a maritime official said today. Andrew Mwangura, director of the East African Seafarers Assistance Programme based at the Kenyan port of Mombasa, said the vessels were taken off Puntland, a semi-autonomous province in the northeast of the Horn of Africa nation. "They were taken by clan gunmen," Mwangura said. Although local Somali media house Shabelle said the vessels belonged to Finnish firms, Mwangura said neither the flags of the vessels, nor the number and nationalities of the crews, were yet known. — Reuters.



ALALAA 1 (North Korea)

Bucharest, Apr 30 — General cargo *Alalaa 1* remains under arrest at Constantza due to unpaid invoices to Zeebrugge Drydock M.V. and Soenen B.V.B.A., regarding repairs/drydocking. — Lloyd's Agents. (See issue of Feb 16.)

Bucharest, May 2 — General cargo *Alalaa 1* has been sold and its name has been changed to *Marwa*, the flag and radio call sign remaining the same. The debts on account of repairs/drydocking of the vessel have been settled by the new owners and the arrest was lifted on or about Apr 19. *Marwa* is presently loading timber at Constantza. — Lloyd's Agents.

ANNIE SIERRA (Cyprus)

Karachi, May 3 — Bulker *Annie Sierra* is still at Bandal Mooring, Port Muhammad Bin Qasim, under detention. — Lloyd's Agents.

AQUAMARINA (Georgia)

Limassol, Apr 30 — Bulker *Aquamarina* is still under arrest at Limassol. — Lloyd's Agents.

ASIAN ATLAS (Seychelles)

London, Apr 30 — Semi-sub HL vessel *Asian Atlas* sailed Hong Kong Apr 28 for Singapore.

BRITT (Belgium)

Zeebrugge, May 3 — Chemical tanker *Britt* is still under detention, and there is presently no information regarding the prospect of its release. — Lloyd's Sub-agents.

JAVA BASSET (Singapore)

Karachi, May 3 — Anchor handling tugs *Java Beagle* and *Java Basset* are still under arrest by the court and both are presently moored at "shipyard channel", Karachi. — Lloyd's Agents.

JAVA BEAGLE (Singapore)

See *Java Basset*.

LAMO (Panama)

London, May 3 — A press report, dated Apr 29, states: A legal battle is brewing over the arrest of bulker *Lamo*, otherwise known as *Ocean Beauty*, and its Indian crew seized by the Deputy Sheriff of Walvis Bay, Attie Barnard, earlier this month. The vessel was allegedly hijacked by its master and crew earlier this month, and it is suspected that the ship was on its way to India with a stolen cargo of scrap metal worth N\$2 million. According to the Sheriff, *Lamo* had fled the port of Gabon on Mar 25, hijacking more than 3,100 tons of scrap metal. Meanwhile, Gateway Shipping, an agency, acting on behalf of the owner of the ship and looking after the crew while they remain in port, is trying to legally ascertain the case. According to Richard Van der Meer (Director Gateway Shipping), the arrest is being defended — it is also being questioned and contested. The Sheriff acted on behalf of the Tritan Group, who had requested a court to issue a warrant of arrest to retrieve their goods. The sheriff expects the master and the crew to be deported back to India, but was not able to put a time to it. He said that the crew would remain on board until the matter was resolved. Apparently, the ship owner, does not understand the arrest. The owner of the cargo, the Tritan Group, had spent a week in Walvis Bay searching for the vessel when it was suspected that *Lamo* was in Namibian waters. Fisheries patrol vessel *Oryx* intercepted *Lamo* offshore between Wlotzkasbaken and Swakopmund and the Navy under the order of the Sheriff executed an order of arrest. The vessel also ran out of fuel and had to be towed into the dock by a Nampont tug. The sheriff said meanwhile, the ship, the crew and the cargo would remain under arrest until the court decided otherwise. It is probable that the ship will be sold to compensate the outstanding costs incurred, which includes retrieving monies for the plaintiff. The matter, he said, could drag on for four months. *Lamo* is berthed at the tanker jetty, where its Indian crew is kept under the watchful eye of 24-hour security surveillance. (Note — *Lamo* arrived Walvis Bay Apr 14.)

RIF (Russia)

Odessa, Apr 27 — General cargo *Rif* arrived at Ilichevsk on Apr 10. — Lloyd's Agents.

London, May 3 — General cargo *Rif* sailed Belgorod-Dnestrovskiy Apr 8 for Turkey.

SUNGAI JULAN 1 (Malaysia)

Manila, May 2 — The Philippine Coast Guard has advised that tugs *Sungai Julan 1* and *Sungai Julan 2* are still in custody, pending resolution of the case, which is now in progress. — Lloyd's Agents.

SUNGAI JULAN 2 (Malaysia)

See *Sungai Julan 1*.

TRINITY SIERRA (Cyprus)

London, Apr 30 — According to Lloyd's MIU AIS, bulker *Trinity Sierra* was in lat 26 22 58.43N, long 78 59 39.33W, at 0009, UTC, Apr 27, proceeding on a course of 232 deg at 12.6 knots.

Pipeline Accidents

**KHASAVYURT, DAGESTAN, RUSSIA**

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

PAWNEE, ILLINOIS, UNITED STATES

London, Apr 29 — A press report, dated today, states: An explosion in a natural gas pipeline south-east of Springfield, Ill, sent a fireball several hundred feet into the air early today, but caused no injuries, authorities said. The pipeline break and explosion occurred about 0440 hrs, in a farm field just north of Pawnee, in eastern Sangamon County, said Assistant Pawnee Fire Chief John Archer. Archer said the 24-inch pipeline owned by the Panhandle Eastern Pipeline Co failed at a spot near a creek bed and sent an orange fireball several hundred feet into the air. Archer said firefighters and hazardous materials workers initially tried to extinguish the fire with foam, but gave up on that effort after Panhandle Eastern workers turned off valves on either side of the break. "We're just going to let the residual gas burn off before they repair the pipeline," Archer said shortly after 0700 hrs. Archer said one house about 100 yards from the pipeline suffered minor exterior damage from the heat of the fire. "It's a mostly rural area, so there aren't many people or houses around. We evacuated between 50 and 75 people in the general area, but strictly as a precaution," he said.

London, May 1 — A press report, dated Apr 30, states: Officials with Panhandle Eastern Pipeline Co. are trying to determine what caused a 22-inch natural gas transmission line to rupture Sunday (Apr 29) morning near Pawnee, sending flames hundreds of feet into the air, scorching trees and earth and melting the siding on a nearby home. Company spokesman John Barnett said today an investigative team from Houston is at the site. "They will need to send parts of the pipe to be tested elsewhere, so it could be several weeks or more before a cause is determined," Barnett said. The pipeline, buried three feet underground, is monitored from Texas on a round-the-clock basis, but officials had no warning of the impending blast. Barnett said the Pawnee Police Department notified the company about 0455 hrs and employees proceeded there to close off valves on both sides of the ruptured area. The

fire burned itself out about 0610 hrs, he said. No-one was injured in the blast.

TABASCO STATE, MEXICO

London, Apr 27 — A press report, dated Apr 24, states: Three people were injured and 10 others were reported missing in an explosion at a pipeline owned by Mexican state-owned oil giant Pemex in the southeastern state of Tabasco, the company and emergency services officials said. The explosion occurred yesterday in the town of Oxiacaque, located some 35 kilometres from Villahermosa, the state capital, and the missing people worked for Pemex, Tabasco emergency services chief Rurico Dominguez Mayo told Efe. The three injured people were taken to Villahermosa for treatment and the area where the accident occurred was secured by army troops, Dominguez said. Pemex said the explosion was caused by a fire that had been brought under control. The energy company said its workers shut down an oil well to cut off the flow of crude into the pipeline and prevent a larger accident. The blast affected a two-kilometre area where about 20 Pemex employees worked, Dominguez said.

Pollution

**BLUFF HARBOUR, NEW ZEALAND**

London, May 3 — A press report, dated today, states: An operation to mop up more than 400 litres of fuel oil spilled into Bluff Harbour on Tuesday (May 1) had been completed yesterday with minimal impact, Environment Southland said. Regional on-scene commander Dallas Bradley said the scale of the spill, which involved beleaguered Korean trawler *Pantas No.1* (279 gt, built 1983), had exceeded initial expectations and represented one of the largest spills ever at the Port of Bluff. Initial reports from the master of *Pantas No.1* were that only 40 to 50 litres were spilled but that amount was grossly underestimated, Mr Bradley said. It appeared the oil was spilled during refuelling when it was being pumped from one tank to another, he said, but that had yet to be confirmed. *Pantas No.1* lost a crewman overboard off the Canterbury coast last week, sparking an emergency response. The man has not been found. Environment Southland was alerted to the spill from the boat berthed at Island Harbour, shortly after 1500 Tuesday. Environment Southland and Port Maintenance staff responded to the incident, removing the bulk of the fuel oil with a vacuum truck and absorbent materials, placed in the water to soak up the fuel, by 2000 hrs, Mr Bradley said. "The vacuum truck recovered 400 litres of oil and a certain amount was contained in the absorbent material," he said. The "final touches" to the cleanup were carried out yesterday

with kelp and other "flotsam" carrying fuel oil removed from the water. An investigation into the spill had been launched and a decision on whether Environment Southland, in conjunction with Maritime New Zealand, would prosecute or not had yet to be made, he said. However, it was "a given" that the cost of the cleanup operation would be sought from the boat's owners, Mr Bradley said. "Environment Southland is overseeing the response and we are pursuing the recovery of all cost involved in the cleanup." A floating boom remained in place around *Pantas No.1* yesterday to prevent any residual oil from spreading, delaying the boat's departure from the port by a day.

FIRTH OF FORTH, SCOTLAND, UNITED KINGDOM

London, Apr 27 — A press report, dated today, states: Beaches and seawater along the Firth of Forth were given the all-clear yesterday following the massive sewage spill when a pump failed a week ago. Environment experts have carried out tests on water samples after an estimated 100 million litres of largely untreated sewage poured into the sea from the Seafield works in Edinburgh. The spill prompted warnings to people in Edinburgh, West and East Lothian and Fife to steer clear of the water. However, the tests show there is now no risk to anyone using the beach or bathing in the water. Experts say people should still avoid eating fish or shellfish caught between Cramond, Edinburgh, and Gullane Point, East Lothian. However, fisherman unable to work in the Firth of Forth because of the Seafield sewage spill are to fight for compensation from Scottish Water. Dozens of trawlers have been stuck in ports along the East Lothian coast since Monday (Apr 23), when authorities advised it was not safe to go fishing. Crews say they are losing up to £1000 a day as they are unable to get out to get their catch, which is mainly shellfish sold to Spain and France. The all-clear for the Forth is expected within the next few days but a Scottish Water investigation into what happened will not be completed for four weeks. Around 30 trawlers operate out of Port Seton and Dunbar and fishermen today said it was unfair they were losing out through no fault of their own. If the restrictions are not lifted until the weekend, the crews say they will have lost £150,000.

LONG BEACH HARBOUR, CALIFORNIA, UNITED STATES

London, Apr 28 — A press release issued by the US Coast Guard, Long Beach, California, dated Apr 26, states: At 1400 today, a unified command comprised of representatives from the US Coast Guard, California Department of Fish and Game Office of Spill Prevention and Response (OSPR) and Paramount Petroleum Corp was formed to co-ordinate the recovery and clean up of oil that was released into Long Beach Harbour this morning. An estimated 100 gallons of crude oil was spilled into the water at berth C-55 in the Port of Long Beach. Contractors

hired by Paramount Petroleum Corp have responded and are currently conducting the clean-up. Although the source of the original leak is still under investigation, the adjoining storm drain through which the crude oil migrated to the water has been blocked and no additional oil is entering the water. Paramount Petroleum Corp has assumed financial responsibility of the clean-up and is working with state and federal authorities to minimise the impact to the environment. Biologists from OSPR are monitoring the area. At this time there is no reported impact to fish or mammals in the area. Under the Federal Water Pollution Act, assumption of financial responsibility is not an admission of fault. The actual cause of the release remains under investigation by the Coast Guard and OSPR.

NAANTALI AREA, FINLAND

London, May 1 — A press report, dated Apr 30, states: An oil spill was detected off the coast at Airisto, near Turku, in south-western Finland, on Thursday (Apr 26). Around three cubic metres of oily bilge water was believed to have been dumped into the sea. The police regarded it as likely that the spill had been discharged by general cargo *Sinegorsk* and arrested the master and the chief engineer of the vessel. They were questioned on Friday, and the police proposed they be remanded in custody. The incident is being investigated as an environmental offence. However, the environmental effects of the oil spill appear to be smaller than at first feared. On Friday, the seven clean-up vessels of the Department for Rescue Services continued their operations in the oil spillage area between Turku's Ruissalo and the island of Vepsa, while Turku's voluntary firefighters were combing the shores of Ruissalo between the districts of Saaronniemi and Kuvannokka on foot. Raimo Aarnio from Turku's Department for Rescue Services reported in the afternoon that the fine sunny weather had stimulated the evaporation of the light fuel oil. According to his evaluation, the clean-up operations could be concluded on Friday, provided that no new oil slick was detected. Very small amounts of oil had reached the shores and no birds had been smeared with oil. At the same time, Aarnio said that some heavy fuel oil mixed in with the bilge water could have sunk below the surface, from where it could flow with the currents farther off. The samples taken from *Sinegorsk* and from the sea at Airisto were sent to the laboratory of the National Bureau of Investigation (NBI) on Friday, while the vessel was anchored in the strait between Nauvo and Korppoo.

London, May 2 — A press report, dated today, states: Following a ruling by the Turku District Court on Monday (Apr 30), the captain and chief engineer of the Russian general cargo *Sinegorsk* were remanded in custody,

suspected of causing the oil spill that was detected off the coast at Airisto near Turku last Thursday (Apr 26). The police have a probable cause to suspect both of them of environmental damage. During the remand hearing, both the 50-year-old master of the vessel and its 46-year-old chief engineer vehemently denied having been guilty of any oil discharge. According to the defence counsels, the freighter had just left Naantali, where it could have discharged its bilge water if necessary. Moreover, its bilge water tank was far from being full and consequently there was no need for bilge pumping at sea. According to the police investigations, the Finnish pilot taking charge of the vessel did not spot any oil in the water, while the pilot of a Finnish tanker, sailing directly in the wake of the Russian freighter, saw the oil sheen on the surface immediately. The defence opposed the committal to custody, arguing that no deliberate act had taken place. They regarded the Airisto incident merely as a violation of the rules governing waste generated on board the vessel, which would bring the accused nothing more than a pecuniary penalty. The Court nevertheless made a decision on the committal to custody, as it was important to prevent the men from leaving the country until the case has been resolved. The environmental damage from the oil spill would appear to be smaller than at first feared. On Monday, the Regional Rescue Services of Southwest Finland still had the protective oil barriers in place in the Turku districts of Ruissalo and Kakskerta, while all shores were being monitored. The light fuel oil has now mostly evaporated. Last Thursday, *Sinegorsk* was kept anchored in the strait between Nauvo and Korppoo, while the captain and chief engineer were arrested and brought to Turku for questioning. On Saturday (Apr 28), the freighter received replacements for its senior officers, and after an inspection, the vessel was permitted to leave. At sea off the coast of Turku, some oil was again detected on Monday afternoon. According to the Department for Rescue Services, some 10 to 20 litres of oil had been driven to the reeds onshore. However, the Rescue Services managed to clean up the oil by Monday evening. Presumably the oil was a remnant of Thursday's spill.

NAANTALI, AREA, FINLAND

London, Apr 27 — A press report, dated today, states: An oil spill was observed off Turku in the fairway leading to Naantali yesterday. It may originate from Russian general cargo *Sinegorsk* (7095 gt, built 1991), which left Naantali for Tallinn yesterday morning. The vessel's master and chief engineer are being interrogated by the police. This afternoon the vessel was still at anchor in the Turku archipelago. (Note — According to Lloyd's MIU AIS, *Sinegorsk* was at anchor in lat 60 08 26N, long 21 40 35E, at 1952, UTC, yesterday.)

Weather & Navigation



BANGLADESH

Chittagong, Apr 26 — According to the Meteorological Department, Chittagong cautionary signal No.3 is still in force. — Lloyd's Agents.

Chittagong, May 3 — As per Meteorological Department, Chittagong cautionary signal number 1 (one) has been hoisted due to steep pressure in the sea, accompanied by gusty and squally wind. All fishing boats and trawlers have been asked to remain nearer to coastal areas until further advised. As per Chittagong Port Authority, loading and unloading of goods at Chittagong Port are continuing. — Lloyd's Agents.

CANADA

London, Apr 26 — A press report, dated today, states: The Canadian Coast Guard was still struggling to free 33 vessels, some of which have been stuck for 17 days, from the ice-locked north east coast Wednesday (Apr 25). "We're trying to work as best we can with the four icebreakers and the numbers of vessels," said coast guard Capt. Brian Penney, who called it the worst ice he's seen in at least 10 years. "It is still very slow progress and it's not being clued up as fast as we'd like to have seen. "It could be another few days before we get this operation fully completed and the conditions remain very, very severe on the north east coast."

London, Apr 27 — The Canadian Coast Guard has freed more longliners that have been stuck in ice off Newfoundland's north east coast for well over a week. The coast guard said 30 longliners, however, are still caught in the ice that entrapped them as they returned home from this year's seal hunt. Another 10 vessels, officials said, are at the edge of a massive ice field that at one time extended for hundreds of kilometres, from the Northern Peninsula to the northeastern tip of the Avalon Peninsula. More than 25 longliners are damaged or lifted entirely out of the sea. Four icebreakers are still working to free the remaining longliners. More favourable weather has broken up much of the ice, with officials hoping that improved conditions will help free the rest.

London, May 1 — Information received from LaSalle, PQ, dated today, states: A press report, dated Apr 30, states: Canadian Coast Guard workers are continuing to work overtime to free sealing vessels trapped in pack ice off the north-east coast of Newfoundland. For more than two weeks, the Coast Guard has been helping nearly 100 vessels break free of the heavy ice, up to 50 km of solid ice in places. To date, 30 vessels are still stuck, 49 have been escorted out of the ice, one boat has been lost, eight have been abandoned,

70 people have been airlifted out and six vessels are resting on ice pans out of the water. "There's vessels out there with propellers gone, rudders gone, there's one that has sheets of plywood nailed onto the side, we just haven't been able to get our icebreakers through that ice to get them out of it," said Captain Brian Penney with the Canadian Coast Guard in St. John's.

London, May 1 — Information received from LaSalle, PQ, dated today, states: A press report, dated today, states: Efforts continued yesterday to free eight vessels and 29 crew that have been trapped in heavy ice off Newfoundland's north-east coast since early April. The Canadian Coast Guard freed 11 sealing vessels over the weekend (Apr 28-29). Yesterday, four icebreakers were still trying to free the remainder, 32 km north of Fogo Island.

PANAMA

Balboa, May 1 — The situation of general cargo *Liberty V*, general cargo *Princess Aviv* and general cargo *Perseus V* remains the same to date. — Lloyd's Agents.

UNITED STATES

London, Apr 26 — A press report, dated today, states: The Coast Guard says at least 45 navigational aids along the coast from Maine to New York are either missing, not working or adrift as a result of the Patriots Day storm that lashed the coast with high winds and rough seas. Coast Guard crews have been conducting restoration efforts over the past several days. The damage has affected shipping channels in Boston, New York and Portland. The cutter *Juniper* found the Boston approach buoy 87 miles out of position, and buoys have washed ashore. As repair and recovery efforts continue, units are finding additional problems. The Coast Guard expects to have a complete count of storm-damaged aids by Friday (Apr 27). "Some of the solar panels were completely wiped off because of the wind and high seas," said Kevin Blount, Coast Guard First District deputy chief of waterways management. Until all the repairs are made, the Coast Guard is urging boaters to use extreme caution while navigating New England waters. Coast Guard units from Maine to New Jersey are broadcasting warnings on affected areas to mariners.

Political & Civil Unrest



ETHIOPIA

London, Apr 30 — A press report, dated Apr 29, states: Ethiopian rebels have released seven Chinese workers seized in a deadly raid on an oil field, the guerrillas and a spokesman for the International Committee of the Red Cross (ICRC) confirmed. Gunmen killed 65 Ethiopians and nine Chinese in Tuesday's (Apr 24) pre-dawn assault on

the oil exploration field in Ethiopia's barren eastern Ogaden region — one of the worst attacks to date on Beijing's growing interests in Africa. An ICRC spokesman in Addis Ababa confirmed the news, and said the freed men were on their way to the regional capital. The Chinese staff worked for Zhongyuan Petroleum Exploration Bureau, part of the much larger Sinopec, China's biggest refiner and petrochemicals producer.

INDIA

London, Apr 26 — A press report, dated today, states: Security at the Chennai port has been beefed up following a threat that the banned militant outfit Lashkar-e-Toiba was planning to carry out a bomb blast at the port. According to Port Trust sources, sea and land patrolling have been intensified and more personnel of the Central Industrial Security Force deployed in the area. Sources said security will be further intensified after a high-level meeting of officials tomorrow. The Chennai Port had received the bomb threat last Saturday (Apr 21), warning that a explosive-laden boat would blow up in the port.

NIGERIA

London, May 1 — A press report, dated today, states: Gunmen seized the mother of a newly elected state governor in southern Nigeria, police said today. The navy, meanwhile, reported an attack off southern Bayelsa state by gunmen armed with dynamite and assault rifles on a vessel carrying foreign oil workers. Captain Obiora Medani had no further information on the ship attack early today. The mother of governing party Governor-elect Celestine Omeiha was kidnapped overnight from her home in southern Rivers state, said police Commissioner Felix Ogbaudu. The kidnapers have not yet made any demands.

London, May 1 — A press report, dated today, states: Six foreign oil workers were kidnapped by militants who forced their way onto an oil storage vessel off the coast of Nigeria, Chevron Corp. said. A 15,000 barrel-a-day oil field was shut. The Oloibiri floating storage and offloading vessel, which operates off the coast of Nigeria's Bayelsa state, was attacked by "militants claiming to be members of the Movement for Emancipation of the Niger Delta (MEND)," Chevron spokesman Michael Barrett in London said. Four Italians, one American and one Croatian, all employees of Chevron Nigeria Ltd., were seized at 0500 hrs, today by the militants, Barrett said. The San Ramon, California-based oil company is working with government agencies to resolve the situation as quickly as possible, he said. The Nigerian Navy and U.S. embassy in Nigeria also confirmed the attack and kidnappings. Chevron shut the 15,000 barrel-a-day Funiwa oil field as a result of the attack. The Pennington offshore crude oil export terminal, which gathers oil from several fields including Pennington, Middleton and Funiwa, remains open, Barrett said.

London, May 2 — A press report, dated today, states: Operations have been suspended at FSO Oloibiri, in the Pennington Terminal area of Nigeria, following an attack and kidnapping of six crew members yesterday morning. Some crew members have been evacuated and only a skeleton staff remain onboard the FSO.

RUSSIA

London, Apr 29 — A press report, dated today, states: A pipeline carrying gas to a city in the troubled southern Russian province of Dagestan exploded early today, leaving most city residents without gas but causing no injuries. Authorities blamed the blast on terrorists. The explosion took place in the early hours of today in the city of Khasavyurt, the province's second largest city near the border with war-battered Chechnya, said Anzhela Martirosova, spokeswoman for the regional Interior Ministry. Martirosova said experts examining the site of the blast believe the pipeline was sabotaged. Workers have begun repairs, she said.

SRI LANKA

London, Apr 27 — Sri Lankan troops fired anti-aircraft guns and briefly shut the international airport in the capital Colombo, a night after detecting a Tamil Tiger aircraft in the area, defence authorities said. Airport officials said they were asked to shut down the runway and all incoming flights were diverted to neighbouring India following reports that rebel attack planes were approaching. "Sri Lanka's air force engaged its air defence weapons at a suspicious aircraft observed in the Katunayake sky short while ago," the defence ministry said on its website. The ministry said air defence weapon systems were activated to avoid a "possible terror air raid" on the military air base that shares a runway with the island's only international airport. An air force spokesman said the air defence system had been activated after unidentified aircraft were spotted north of the airport. Two Sri Lankan Airlines flights were redirected to Chennai in southern India following today's scare, officials said. The airline said delays would follow. A military helicopter gunship sent to check the reports was forced to make a crash landing due to a technical problem, but the pilots managed to bail out, official sources said. Residents near the Bandaranaike International Airport said the gunfire went on for about 10 minutes. "Passengers were ordered to the ground floor after we heard gun fire and some blasts," a woman passenger at the airport said by telephone. "It was a panic situation, but no one was hurt." Immediately after the alarm was raised at the airport, a power failure plunged the capital into darkness as part of the military's air defence system. The authorities had been switching off power to the city to test their defence systems in case of a night-time rebel air attack.

London, Apr 30 — A press report, dated today, states: Three international airlines have stopped or altered flights to Sri Lanka following air raids by the Tamil Tigers near the international airport, airline officials said. Hong Kong's flag carrier Cathay Pacific said it had suspended all flights to the island in the wake of yesterday's pre-dawn air strike by the Tamil Tigers, who used light aircraft to bomb two fuel depots near Colombo. Singapore Airlines said it will only fly into Bandaranaike International Airport, which shares a runway with the Sri Lankan air force, during daylight hours. "As a security precaution with regards to the extenuating circumstances in Colombo, we have rescheduled our flight departure and arrival times," a Singapore Airlines official told Agence France-Presse. "It will be a day time flight instead of a night flight." Dubai's Emirates airline, which briefly suspended flights to Colombo in the wake of the attack, said it had taken the same decision to only offer daytime services. The decisions come despite assurances from Sri Lanka that the authorities are capable of dealing with the air threat from the Liberation Tigers of Tamil Eelam. The country's media minister, Anura Priyadharshana Yapa, promised "all effective steps would be taken to ensure the safety of the nation and its people."

Labour Disputes



CHINA

London, May 2 — A press report, dated today, states: Hundreds of Chinese workers demanding overtime pay went on strike at one of the world's busiest ports, holding up thousands of shipping containers at the terminal in southern China, Hong Kong newspapers reported today. Crane operators and truck drivers at the Chiwan Container Terminal in Shenzhen stopped working at midnight yesterday, Wen Wei Po newspaper in Hong Kong reported. A man at the port's offices said services had partially resumed yesterday but he refused to give more details. More than 400 dock workers were unhappy about wages and accused management of failing to pay them overtime as required by labour laws, Hong Kong's South China Morning Post newspaper reported. They staged a sit-in outside the container terminal's headquarters yesterday, the paper said. Police were called in to maintain order but no violence was reported. The Post quoted an unnamed worker who said they took industrial action on International Labour Day to express their anger. "Many of us have sacrificed our health and spare time to work for the company. We only have one or two days of rest each month. The company should treat us better," the man was

quoted as saying. Dockers earn the equivalent of about \$575 on average a month, the paper reported. The wage is considered high as government statistics show the national average monthly urban wage in 2006 was \$140. Chiwan Container Terminal is one of the world's busiest, having processed a total of five million six-metre equivalent units of containers in 2006, its website said.

DENMARK

London, Apr 27 — A press report, dated yesterday, states: Cabin crew of Scandinavian Airlines System (SAS) have promised to end a three-day strike which led to the cancellation of 685 flights in and out of Copenhagen, the company said today. The cabin staff had walked off the job earlier in the week in what the Danish labour court ruled to be an illegal strike to protest against alleged poor working conditions. They informed the management they would return to work tomorrow, according to an SAS spokesman. "We are happy that they have decided to resume work because the last three days have been punishing for our customers and we profusely regret this," Jens Langergaard, a spokesman for SAS-Denmark, said.

FORTUNA I (Latvia)

Dublin, May 1— General cargo *Fortuna I* is still at Greenore. The vessel's crew have been paid to unload the cargo on board and the vessel is now empty. The owners are in negotiation with the crew to sail the vessel to Latvia for an overhaul. — Lloyd's Agents.

GREECE

London, May 1 — A press report, dated today, states: Greek state carrier Olympic Airlines cancelled dozens of flights today after transport workers across Greece called a 24-hour May Day strike. The airline said 42 domestic and international flights had been cancelled, including scheduled flights to Germany, Cyprus, Turkey, Egypt, Romania, France and the United Kingdom. Officials said several domestic flights to the Greek islands and other destinations on mainland Greece had also been cancelled, causing hundreds of people to be stranded at airports across the country. Other transport services, including the suburban railway, were also expected to be disrupted for 24 hours, while workers at trolley, bus and metro services called rolling work stoppages. Thousands of union members belonging to Greece's General Confederation of Employees (GSEE) and state sector workers (ADEDY) will march through central Athens at noon in an annual rally marking May Day, a public holiday. GSEE, the country's largest union, has also called a nationwide strike for May 15 to protest a recent pension fund scandal that led to the dismissal of Greece's labour minister over the weekend. Prime

Minister Costas Karamanlis sacked Labour and Social Security Minister Savvas Tsitouridis following revelations that one of his close aids is under judicial investigation for allegedly improper transactions on the Athens Exchange.

PAKISTAN / AFGHANISTAN

London, Apr 27 — A press report, dated today, states: Pakistani and Afghan cargo truck owners announced yesterday that they were going on strike from today to protest against excesses of the Afghan government and the attitude of officials on both sides of the Durand Line. The owners also threatened to stop the supply of food, weapons and ammunition and various other commodities to NATO troops deployed in Afghanistan if their demands were not met. Pakistan-Afghanistan Transport Association (PATA) President Shakir Afridi told reporters at a press conference that more than 500 cargo trucks would stop operations between Pakistan and Afghanistan. Afridi said that several cargo trucks were currently transporting foodstuff, weapons and ammunition, cloth, electronic goods and various other commodities to NATO forces stationed in Afghanistan. "NATO will lose this facility during the strike," said Afridi, adding that NATO goods come from Karachi port to the Peshawar dry port and were then transported to Afghanistan. The truck owners demanded the Pakistani government allow cargo trucks coming from Afghanistan to enter Islamabad. They also complained that Pakistani policemen fined their drivers without reason. They said the strike would directly affect Pakistan's exports of construction material and foodstuff to Afghanistan, adding that Pakistan's estimated exports to Afghanistan were around \$1 billion per annum.

Karachi, May 1 — The transport strike called by Pakistan-Afghan transporters in protest against heavy taxes and alleged extortions by Afghan authorities, entered its sixth-day today. As result, eastern Afghanistan is facing a shortage of food and medicines. Traders and exporters said that the supply from Karachi and down-country to Peshawar was continuing but its transportation across the border to Afghanistan was suspended creating a major backlog and problems. President of the Pakistan-Afghan Traders Group Gul Afzal Shinwari said that consignments from Karachi seaport were reaching Peshawar by railway wagons and trucks, but for the last five days no major onward shipment could be made to Afghanistan. The warehouses are packed and now the problem is where and how to store the fresh stocks. He said the strike was increasing the financial liabilities of local exporters and traders associated with Afghan Transit Trade (ATT) as they had to pay extra detention charges for withholding containers at dry ports. — Correspondent.

Fires & Explosions

HANGAR, ABU DHABI AIRPORT, UNITED ARAB EMIRATES

London, Apr 27 — Airbus A.300, A7-ABV, was undergoing maintenance at Gamco in Abu Dhabi. At night a fire broke out in the aircraft at 0445, Apr 18. The fire was put out and further damage to the hangar and two other aircraft was averted. Nevertheless, the A.300's fuselage was gutted by the fire.

OIL REFINERY, JURONG ISLAND, SINGAPORE

London, May 3 — A press report, dated today, states: Two workers are dead and another two suffered injuries after a fire broke out at ExxonMobil's oil refinery in Singapore, the company said. "The fire has since been put out. We regret that two people have died and two others were injured as a result of the fire," the company said in a statement. The fire broke out at 1715, UTC, today, and was put out by the Singapore Civil Defence Force, the company and police said. The nationalities of the two dead workers were not immediately available, ExxonMobil said, adding the company was co-operating with the SCDF to investigate the incident. An ExxonMobil spokesman said production at the refinery, which has a daily crude refining capacity of 605,000 barrels, was not disrupted and the section of the plant affected by the fire has been shut down. "We continue to supply our customers," he told Agence France-Presse. The ExxonMobil refinery is located on Jurong Island, the man-made island built by Singapore to house the country's thriving oil and chemicals industry.

London, May 3 — A press report, dated today, states: Exxon Mobil Corp has shut a 115,000 barrels per day crude oil unit at its refinery offshore Singapore indefinitely after a fire in an associated unit killed two workers, the company said. A larger 185,000-bpd crude distillation unit at the 300,000-bpd refinery on Jurong Island continues to operate normally, the company said, without giving further details. The CDU is at the heart of the refining process. The smaller unit will "not be started up until it is safe to do so," the US oil giant said in a statement, giving no timeframe for a resumption in operation after a brief flash fire broke out in a cooling unit that was undergoing maintenance. Singapore authorities said they had ordered the company to halt some types of refining processes pending an investigation, but it was not clear how this would affect core operations. An industry source familiar with operations at the Pulau Ayer Chawan refinery, half of Exxon's Singapore refining complex, had said earlier the CDU had been shut as a precautionary move after the fire,

which did not appear to have damaged the unit. The source had also said that the CDU had restarted. Exxon spokeswoman Eva Ho said all other secondary units around the affected CDU are operating normally. Traders said they are still waiting to get more information before reacting and that there have been no reported delays to loadings from Exxon's terminal. The fire occurred at an "overhead exchanger of a distillation column" early today, the Singapore Civil Defence Force (SCDF) said. It affected an area of 1.5 metres by 4.0 metres and was brought under control within half an hour, the SCDF said. The Exxon statement also clarified that the affected CDU has a 115,000-bpd capacity, not 140,000 bpd as stated by an industry source earlier.

VANCOUVER PORT, CANADA

London, May 3 — A press report, dated May 2, states: About 35 firefighters rushed to the Port of Vancouver today after a fire broke out in a large building that stores calcium nitrate granules that are used as fertiliser. The two-alarm blaze, reported at 1512 today, was in the top of a port-owned building operated by NuStar, formerly Valero LP. It sent up dark smoke that was visible from a few miles away. The building is off Harborside Drive, several hundred feet from the port's main guard station. Its several hundred feet north of the port's shipping berths along the Columbia River. Part of the building was heavily damaged but the fire's cause and dollar damage estimate hadn't been determined this evening. Officials said more than 5,200 tonnes of calcium nitrate were in the building.



ACCIDENT, ISLAMABAD INTERNATIONAL AIRPORT, PAKISTAN

Karachi, Apr 28 — A Boeing 777, AP-BGL of Pakistan International Airlines (PIA) had a fire scare accident at Islamabad International Airport of Pakistan yesterday morning. As a result, Manchester bound PIA's Flight PK-701 was delayed by one hour and 45 minutes. The problem was noticed while the aircraft was being prepared for departure and the ground engineers found that there was slight sparking and smoke in the auxiliary power unit a component in the tail that powers the aircraft while it is parked on the ground. The fire response system was immediately positioned. The aircraft later departed after necessary checks. — Lloyd's List Correspondent.

AIRCRAFT PUT BACK TO LOS ANGELES INTERNATIONAL AIRPORT, UNITED STATES

London, May 3 — A press report, dated today, states: A Qantas Boeing

747-400 carrying 288 passengers from Los Angeles to Auckland was forced to turn back after a mid-air engine problem. It was reported that one passenger saw sparks coming out of an engine. The Boeing 747-400 took off from Los Angeles International Airport at 2155, LA time, yesterday, and soon after takeoff there were "vibration issues" with one of the aircraft's four engines. The pilot shut down the engine as a precaution and the aircraft landed back in Los Angeles at 2305 hrs. The flight number was QF 26. The Sydney Morning Herald reported that the passenger who saw sparks came out of the front engine. A Qantas spokesman said witnesses may have seen sparks from an engine but there was no fire and no safety issue at any time. The airline's executive general manager of engineering David Cox said it was not an emergency landing. "The aircraft conducted what we call an 'air return'," he said. "The pilot shut down the engine as a precaution and the aircraft landed without incident. No emergency was declared and there was no safety issue at any time." Passengers were accommodated in Los Angeles and were re-booked on Qantas and Air New Zealand flights to Auckland.

AIRCRAFT PUT BACK TO NEW DELHI AIRPORT, INDIA

London, Apr 30 — A press report, dated Apr 28, states: An Air India flight to Toronto had to abort its journey due to a fault noticed in midair today. The pilot of Flight AI-187, bound New Delhi-Amritsar-Birmingham-Toronto, which took off from New Delhi this morning, noticed the fault and decided not to operate the aircraft any further. As a result, all passengers were offloaded at Amritsar and the aircraft returned to Delhi where it landed under emergency conditions at 1633 hrs, airport sources said.

CRASH CHANGUINOLA AREA, PANAMA

London, May 1 — Bell 206 helicopter, HP-1602HF, operated by Heliflight of Panama S.A., was destroyed following a loss of control while landing on a confined jungle clearing near Changuinola, Province of Bocas del Toro, Panama, at 0730, CDT, Apr 21. The pilot and one of the passengers were fatally injured and two of the passengers were seriously injured.

CRASH NEAR WANSFORD, CAMBRIDGESHIRE, UNITED KINGDOM

London, May 2 — A press report, dated today, states: Rescue services searching for a missing Eurocopter AS 355 (Ecureuil 2) helicopter, believed to be carrying a wealthy Chelsea FC supporter, have found a crash site in Cambridgeshire. Police said wreckage has been found between Wansford and Duddington, west of Peterborough, but there are no details of any casualties. The missing aircraft was carrying Phillip Carter and three other people from a European Cup tie. Mr Carter, founder of firm Carter & Carter, was at the game in Liverpool. A company

spokeswoman said Mr Carter, the pilot and up to three passengers, were onboard. The helicopter took off from John Lennon Airport, Merseyside, at 2200, UTC, yesterday and the last contact was made with it just under two hours later. The helicopter was due to land in Thornhaugh, west of Peterborough, where Mr Carter lives. According to Civil Aviation Authority records, Mr Carter is the joint owner of a twin-engined helicopter registered to his home address.

CRASH, AMERY AIRPORT AREA, WISCONSIN, UNITED STATES

London, Apr 30 — A press report, dated Apr 29, states: Three members of a Hibbing, Minn, family escaped serious injury when their Cessna aircraft crashed while attempting to land at the Amery airport yesterday. Lawrence Stoffel was trying to land the single-engine Cessna around 1630 hrs when the aircraft suddenly went up and then came down in some trees near the runway, authorities said. Firefighters foamed the area to prevent leaking fuel from igniting. The FAA is investigating the cause of the crash.

London, May 1 — Cessna 150J N50486 crashed on approach to Amery, Wisconsin, at 2130 hrs, Apr 28, following a flight from Hibbing, Minnesota. The aircraft sustained minor damage. The three persons on board suffered minor injuries.

CRASH, ATHENS, SOUTH LOS ANGELES, UNITED STATES

London, Apr 30 — A press report, dated today, states: A Beech A36 Bonanza aircraft crash-landed on an Athens street and its pilot was freed by paramedics and transported to a hospital, authorities said. The low-wing aircraft clipped power lines and a pole along 120th Street before coming to rest upside down in a dirt lot near 120th Street and Normandie Avenue about 2050 yesterday, said Los Angeles County sheriff's Deputy Bill Brauberger. Los Angeles County firefighters freed the pilot from the wreckage and took him to a hospital, said fire Capt Mike Brown. The pilot, who was en route to Hawthorne Municipal Airport, was reported in extremely critical condition on the way to county-run Harbor-UCLA Medical Centre, according to broadcast reports. Witnesses said the aircraft may have hit a high-tension power line tower. The aircraft was en route to Hawthorne Airport when it crashed, said Betty Parker of the county fire department.

London, May 1 — Beechcraft Bonanza B36TC N3172L crashed on approach to Hawthorne, California, at 0350 hrs, Apr 29. The aircraft was destroyed. The one person on board was killed.

CRASH, BUTLER COUNTY REGIONAL AIRPORT AREA, PENNSYLVANIA, UNITED STATES

London, Apr 30 — A press report, dated today, states: Three women were taken to area hospitals yesterday afternoon after a single-engine Cessna they were flying in crashed near a

runway at Butler County Regional Airport. One woman was taken by medical helicopter to University Hospital while another was taken to Middletown Regional Hospital and the third was transported to Mercy Hospital Fairfield, said Hamilton Fire Department Deputy Chief Pete Trauthwein. The aircraft left Eagle Creek Airpark in Indianapolis at 1421 hrs and touched down in Butler County at 1453 hrs, according to flightaware.com. The HFD responded to the airport at 1503 hrs with two engines, one truck company, three medic units and the shift commander, finding the Cessna in the grass near the runway, its left wing snapped and nose crushed, Trauthwein said. One fire engine remained on the scene as a precautionary measure due to a fuel leak, according to fire officials. The Federal Aviation Administration was on scene to investigate the crash, Trauthwein said. The airport runway reopened just after 1800 hrs after the aircraft was towed.

CRASH, CARLSBAD COAST, UNITED STATES

London, Apr 30 — A press report, dated Apr 29, states: A four-seat Cessna aircraft crashed off the coast of Carlsbad shortly after taking off from McClellan-Palomar Airport this morning, killing two female passengers and leaving a third male passenger missing, authorities said. According to data from the Federal Aviation Administration, the Cessna was registered to a man named Leroy F. Kochert, who has a Phoenix address. A Coast Guard crew suspended its search for the missing passenger at 1800 hrs, today and the crash is under investigation by the National Transportation Safety Board, officials said. A spokesman with the Federal Aviation Administration said the aircraft, a propeller-driven Cessna model 182Q built in 1979, left McClellan-Palomar Airport at 0945 hrs, headed west, then crashed into the ocean at approximately 0950 hrs. The crash occurred in deep water about one mile from shore. An FAA spokesman said he would not speculate about the cause of the crash. Weather officials said a heavy marine layer blanketed the coast at the time of the crash. Coast Guard officials and local lifeguards from Oceanside, Carlsbad, Solana Beach and Encinitas said boaters saw the aircraft go down and reported the accident to emergency personnel. Dave Wagner, seasonal supervisor of Oceanside's lifeguard department, said today that he arrived at the wreck about 10 minutes after it was reported. "The first thing we noticed was the debris," he said. "There were wheels and parts of the fuselage and personal items floating in the water. It was pretty horrific to see," Wagner said. Encinitas lifeguard Capt Larry Giles said lifeguard Lt Paul Chapman and senior lifeguard Joe Gaydos were the first to arrive at the crash site. "They were able to grab two of the deceased,"

and put them on board a fishing vessel that had arrived at the site of the crash, Giles said. Though the wreckage sunk deep into the water, the crash left a field of debris floating in the area, including a wallet and flight log recovered by authorities, Giles said. Lt Jason Shook said that when he and his two fellow lifeguards arrived at the site shortly after 1000 hrs, it became apparent that recovering the aircraft would be difficult. Shortly after lifeguard teams arrived, two cutters and a helicopter with the US Coast Guard arrived and continued to search for the aircraft's third passenger. Allen Kenitzer, a spokesman for the Federal Aviation Administration, said today that the crash will be investigated by his agency and the National Transportation Safety Board.

London, May 1 — Cessna 182Q (Skylane) N97287 crashed into the ocean off Carlsbad, California, at 1645 hrs, Apr 29, while on a flight from Carlsbad to Chandler, Arizona. The aircraft sustained substantial damage. The three persons on board were killed.

CRASH, DAWSON COUNTY, NORTH GEORGIA, UNITED STATES

London, Apr 30 — A press report, dated Apr 28, states: A Piper Tomahawk single-engine aircraft crashed in the North Georgia mountains, killing the pilot, the Georgia Civil Air Patrol said today. There were no passengers on the aircraft, which was flying from Hilton Head Island, SC, to Cincinnati. The aircraft was reported missing Friday afternoon (Apr 27) and found today in Dawson County. The North Carolina Wing of Civil Air Patrol assisted with the search in the western portion of that state, deploying seven aircraft and two ground teams from an airport in Asheville, NC.

London, May 1 — Piper PA-38-112 (Tomahawk) N9247T crashed near Dawsonville, Georgia, at 1620 hrs, Apr 28, while on a flight from Hilton Head, South Carolina, to Cincinnati, Ohio. The aircraft was destroyed. The one person on board was killed.

CRASH, DOUBLE EAGLE II AIRPORT, ALBUQUERQUE, UNITED STATES

London, Apr 30 — A press report, dated Apr 29, states: The Federal Aviation Administration is investigating why a small aircraft crashed this morning at Double Eagle II Airport in Albuquerque. The pilot was attempting to land around 1000 hrs when he lost control for unknown reasons. His aircraft ended upside down in a field near the runway. The pilot walked away from the crash uninjured. FAA records show the aircraft is registered to Richard Wynn of Hobbs.

London, May 1 — Acroduster II SA750 N121RM flipped over on landing at Albuquerque, New Mexico, at 1630 hrs, Apr 29. The aircraft sustained substantial damage. The one person on board was not injured.

CRASH, SARANAC LAKE AREA, NEW YORK, UNITED STATES

London, Apr 27 — A press report, dated today, states: The National Transportation Safety Board wrapped up their investigation of last week's crash of a Beechcraft Baron 55 at the Adirondack Regional Airport in Lake Clear today and a preliminary report is due out within weeks, Airport Manager Chris Krieg told the Harrietstown Town Board yesterday. The preliminary report will not reveal the cause of the accident but what happened during the crash, during which the lone person on board crashed shortly after take-off on Apr 18. A more substantial report will come out in six months. The report will contain a list of findings based on the investigation and cite a probable cause. In addition to the NTSB being at the site of the crash, the state Department of Environment Conservation and OpTech Environmental Services of Plattsburgh have been working to clean up the contained soil in the crash area. About 160 gallons of 100 octane aviation fuel leaked from the aircraft as a result of the crash, DEC spokesman Dave Winchell said.

CRASH, SOUTH McALLEN, UNITED STATES

London, May 3 — A press report, dated May 2, states: One person is dead and another taken to a hospital in serious condition after a single-engine Lancair IV-P crashed in South McAllen about 1900 today. The small aircraft went down south of Military Highway and came to rest on 10th Street about one mile north of Hidalgo's Dodge Arena. The crash site is about 2 1/2 miles south of McAllen-Miller International Airport. McAllen police, the Texas Department of Public Safety and Hidalgo County Sheriff's Office and the McAllen Fire Department were among the emergency response agencies at the scene. Authorities have blocked off several intersections leading to the crash site. Debris was scattered along 10th Street between Military Highway and Dicker Road and there were visible scorch marks in the sorghum field adjacent to the road. That stretch of road will be closed indefinitely while the National Transportation Safety Board investigates the crash. Witness Eric Lozana described hearing a loud thump about 1835 hrs and seeing smoke over the sorghum field. He said no fire was visible. The aircraft had taken off from William P. Hobby Airport in Houston and had stopped at McAllen-Miller International Airport en route to their final destination of Tampico. Federal Aviation Administration records for the aircraft indicate it was classified as "experimental" and list it as being "amateur built."

CRASH, WATSONVILLE AIRPORT AREA, UNITED STATES

London, Apr 27 — A press report, dated today, states: A pilot suffered minor injuries yesterday when the Cessna 150 he and his student pilot were in crashed in a field adjacent to

Watsonville Airport. During take-off about 1530 hrs, the Cessna 150 flipped over, landing on its top at the end of the main runway on the west side of the airport. Other pilots and staff at the airport rushed to the aid of the pilot and his female student passenger. The aircraft is owned and operated by Fly Girl Aviation based at Watsonville Airport. The Federal Aviation Administration will investigate the incident.

EMERGENCY LANDING, WHITPAIN TOWNSHIP, PHILADELPHIA, PENNSYLVANIA, UNITED STATES

London, Apr 27 — A press report, dated yesterday, states: A twin-engine aircraft made an emergency landing in Montgomery County this afternoon. It crashed at Wings Field in Whitpain Township. The aircraft's landing gear was stuck, so the pilot had to land without the landing gear down. No one was hurt.

EMERGENCY LANDING, CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT, UNITED STATES

London, May 1 — A press report, dated today, states: Passengers of a U.S. Airways flight landed at Huntington Tri-State Airport yesterday morning, hours after the aircraft they first took off in was forced to make an emergency landing Sunday (Apr 29) night in Charlotte, N.C. Michelle Moore, a spokeswoman with U.S. Airways, said hydraulic fluid leaked from the aircraft and into the cabin about 2145, Sunday. The leak occurred within moments of take-off from Charlotte Douglas International Airport. The flight, U.S. Airways No. 4242, immediately reversed course and landed at the same airport. The troubled Dash 8 aircraft was still out of service yesterday morning, Moore said. The leaking fluid made contact with one crew member and eight of the flight's 17 passengers, including Elsie Kessinger of California and Antonio Novoa of Mexico. Kessinger was travelling to Huntington said she heard some popping sounds and remembered seeing liquid that seemed to be spraying everyone. "It just felt like warm liquid at first," she said. "After a while it burned." The crew member and four of the affected passengers showered at a nearby maintenance facility. The other four passengers were decontaminated by the on-scene fire department. One passenger opted to go to the hospital, Moore said. Novoa said he heard a slight explosion and felt liquid. Moore said the hydraulic fluid is not flammable but she said it could cause a burning and itching sensation for those affected. Moore added she was not aware of Flight No. 4242 having a history of problems. U.S. Airways paid for the passengers' hotel accommodations Sunday night and worked to place them on a flight to Huntington yesterday morning, Moore said. That flight arrived about 1010 hrs.

EMERGENCY LANDING, KARACHI INTERNATIONAL AIRPORT, PAKISTAN

Karachi, Apr 28 — Boeing 747-300 AP-BFY, of Pakistan International Airlines (PIA), made an emergency landing at Karachi International Airport after a problem in one of its engines was observed yesterday. The Lahore bound Flight Pk-306, with 308 passengers on board, took off at Karachi Airport about 0710 hrs and, while flying over Nawabshah, the captain received fire warning in No 4 Engine and thereby cancelled further proceeding to Lahore and requested landing permission at Karachi. It landed safely at 0740 hrs. The engineers later removed the fault and the aircraft was able to fly again around 1000 hrs. — Lloyd's List Correspondent.

EMERGENCY LANDING, MANCHESTER AIRPORT, UNITED KINGDOM

London, Apr 30 — A press report, dated Apr 29, states: A Boeing 757 aircraft was forced to make an emergency landing when two birds were sucked into one of its engines. The Thomson Fly Boeing 757 had just left Manchester Airport en route to Lanzarote when the herons were sucked into the starboard engine. The pilot shut the engine down and sent out a distress call before dumping excess fuel and landing back at the airport. None of the 221 passengers was injured in the incident today. A spokesman for Manchester Airport said the engine did not catch fire but the flames were caused by burning of the birds. "Within minutes of being in the air, the aircraft suffered a double bird strike," he said. The incident happened just after 0915, BST, as the aircraft was on its way to Arrecife. "The aircraft's engines are designed to cope with bird strikes but because this case involved two very large birds being sucked in at once there were problems," the spokesman said. Although the aircraft is designed to fly on one engine in an emergency the pilot felt the damage should be checked out. The passengers were able to catch another flight at about 1300, BST.

EMERGENCY LANDING, NEW DELHI, INDIA

London, May 3 — A press report, dated today, states: An Indian Airlines flight from Mumbai made an emergency landing at New Delhi this morning because of hydraulic failure. "All the 100 passengers are safe and the plane landed safely after informing Air Traffic Control of the carrier's problem. Everything is under control," said an airport official. IC-809 was scheduled to take off for Patna but will now be checked before it is airworthy. Airport officials said arrangements were being made to accommodate passengers on another flight.

London, May 3 — A press report, dated today, states: A Patna-bound Indian A-320 aircraft with about 119 passengers on board today landed at New Delhi under full emergency

conditions after it suffered a hydraulic problem. The pilot of IC-809 Mumbai-Delhi-Patna flight informed the air traffic control about the fault in the hydraulic system in the aircraft and landed at 1115 hrs. The A-320 aircraft landed safely as emergency personnel were kept on a stand-by, airport sources said.

EMERGENCY LANDING, NEWCASTLE AIRPORT, UNITED KINGDOM

London, Apr 27 — A press report, dated today, states: A Fokker 27 was forced to make an emergency landing at Newcastle Airport after one of its engines failed. Emergency services were scrambled when the light aircraft's pilot radioed Newcastle Airport shortly after taking off last night. The aircraft, carrying two people, was forced to return to the airport to attempt a landing. It managed to land under the power of its second engine and no-one was injured in the incident.

EMERGENCY LANDING, ORLANDO INTERNATIONAL AIRPORT, UNITED STATES

London, May 1 — A press report, dated Apr 30, states: A JetBlue Airways flight from Palm Beach International Airport to Boston made an emergency landing in Orlando tonight after pilots reported smelling smoke in the cockpit, the airline said. The 133 passengers got on another aircraft at Orlando International Airport and were expected to arrive at Boston Logan International Airport around 0200 hrs, three hours later than their scheduled arrival time, said Bryan Baldwin, a JetBlue spokesman. Flight 428 left West Palm Beach shortly after 2000 hrs and landed in Orlando at 2119 hrs, Baldwin said. No one on board was hurt. All the passengers will receive a voucher for a free one-way flight, Baldwin said. It was unclear late today what caused the smell, Baldwin said.

EMERGENCY LANDING, PULKOVO AIRPORT, RUSSIA

London, Apr 28 — A press report, dated today, states: An Ilyushin-86 aircraft with the board number 86092 made an emergency landing at Pulkovo Airport today. The report about the incident came to the Russian Emergency Situations Ministry department for St. Petersburg at 0421, Moscow time. No one was hurt in the incident. The aircraft of the Rossiya air carrier was performing a charter flight from Pulkovo to Hurghada, Egypt. The Transport Ministry reported that, during take-off, the aircraft's left landing gear unit did not retract. After making several circles over the airport and de-fuelling the aircraft landed. There were 348 passengers on board the airliner. At 0830 hrs, all the passengers boarded a reserve aircraft to fly to the Egyptian resort. The causes of the aircraft's malfunction are currently being ascertained.

EMERGENCY LANDING, SEVIERVILLE, SEVIER COUNTY, UNITED STATES

London, May 1 — A press report, dated Apr 30, states: No one was hurt after a 2000 Socata Trinidad aircraft had to make an emergency landing in Sevierville tonight. Sevierville authorities said that shortly after 2000 hrs, a 2000 Socata Trinidad landed at the Gatlinburg/Sevierville airport when the aircraft's nose gear collapsed. Two people on board were not hurt but the front end of the aircraft including the propeller was damaged. The FAA tells said the aircraft was registered to Carolina Flight Transfer, and it was on its way to Pigeon Forge from Jacksonville, Florida.

London, May 2 — Socata TB 20 Trinidad N166GT had gear collapse on landing at Sevierville, Tennessee, at 0001, May 1, following a flight from Jacksonville, Florida. The aircraft sustained minor damage. The two persons on board were not injured.

EMERGENCY LANDING, VLADIVOSTOK, RUSSIA

London, Apr 29 — A press report, dated today, states: A Vladivostok-Avia airline Tupolev Tu-154 commercial jetliner has made an emergency landing in Vladivostok, a source at the Federal Aviation Service said today. The aircraft was bound for Japan's Niigata but the right landing gear unit did not retract, and the crew commander decided to land in Vladivostok. "The plane was circling above the airport for two hours and successfully landed at 1015 hrs. None of the 94 passengers was hurt," the source said.

INCIDENT AT SHELBYVILLE MUNICIPAL AIRPORT, UNITED STATES

London, Apr 27 — A press report, dated today, states: A 1968 Beechcraft CE-210 ran off a taxiway at Shelbyville Municipal Airport at 1430 yesterday and slammed into the side of a local aircraft manufacturer. No one was injured in the incident. According to airport manager Hank Williamson, an aircraft registered to Gary Boyce of Shelbyville was on a taxiway leading to the runway when "it got away from them." Todd Smith, who was at the controls, and Boyce, who was a passenger, were not hurt. The aircraft left the taxiway and travelled about 30 ft, slamming into the side of one of the JabiruUSA buildings, where the company constructs light sport aircraft. Two holes were punched in the side of the 10,000 square foot builder's centre, one by the spinning propeller and the other by the starboard wing. The port wing apparently struck a tree as well after it left the taxiway. However, JabiruUSA CEO Pete Krotje said the damage to his building isn't what is concerning him most, it's what happened to an aircraft under construction inside the building. While no estimate has been made of the building damage, Krotje said that when the CE-210 came through the wall, it knocked over pieces of a fuselage into

an aircraft labeled "experimental." "Depending on how deep it goes (the damage), this could be big dollar because this wing is not available anymore," Krotje explained. "This (aircraft) kit came from Spain and that company is now out of business. "It may be more expensive than the building," the aircraft builder said. Krotje added that the craft would have to be inspected by qualified persons before he would know if the aircraft was ruined.

INCIDENT AT TAMPA INTERNATIONAL AIRPORT, UNITED STATES

London, Apr 27 — A press report, dated Apr 25, states: Flight 1242, with about 100 passengers, returned to Tampa International Airport twice yesterday because of mechanical problems, a JetBlue spokeswoman said. The problems could have been with a seal on a door, she said. The first flight left Tampa at 1455 hrs and returned to the gate at 1630 hrs, spokeswoman Alison Eshelman said. The flight was supposed to arrive in Boston at 1750 hrs. The passengers waited in the airport for the aircraft to be fixed and were given food by the crew. The aircraft took off on a second flight at 1900 hrs. It returned to the gate at 2030 hrs, Eshelman said. Passengers had the option of taking another flight late yesterday, this time on a different aircraft. Eshelman said 86 passengers took the offer. Other passengers had the choice of rebooking the flight or getting a refund. All passengers received vouchers for a round trip. The aircraft that caused the mess isn't being put back into JetBlue's fleet right away, Eshelman said. It's going to be looked at by the maintenance staff.

INCIDENT WHILE LANDING AT LAHORE AIRPORT, PAKISTAN

Karachi, May 1 — A Pakistan International Airlines (PIA) aircraft bound for Lahore International Airport from Delhi made an emergency landing at Lahore airport yesterday. The PIA Boeing 737, with 94 passengers onboard, reported to the airport authorities that a bird had struck one of its engine and requested permission for an emergency landing. It landed safely at 1805 hrs. A PIA engineering team, with spare parts, was immediately sent from Karachi to Lahore, to repair the aircraft. — Correspondent.



AUSTRALIA

London, Apr 26 — A press report, dated Apr 27, states: Port congestion, which has left coal ships queued for days off Mackay, helped slash Macarthur Coal's sales in the March quarter which led to its shares being marked down sharply yesterday.

Macarthur's shares fell as much as 22¢ to A\$5.11 before finishing the day down 11¢, or 2 per cent, at A\$5.22. The slide came as the company cut forecast sales for the year to June, excluding purchased coal, to only 3.7 million tonnes from 4.5 million tonnes, putting the blame on rain disruptions and difficulties in getting coal through Mackay's Dalrymple Bay Coal Terminal. It said congestion had increased "at all coal ports along the eastern seaboard" taking the queue of coal carriers off Dalrymple Bay to over 45 and increasing loading delays "from 14 days at the end of February to 28 days at the end of March". And it indicated things would get worse saying "the operator has introduced a vessel queue reduction strategy to reduce congestion which will result in further reduction on a pro rata basis of (coal) shippers' port entitlements".

Sydney, May 2 — Queensland Rail has rigorously defended itself from suggestions it is still contributing to a queue of 45 vessels at Dalrymple Bay Coal Terminal, blaming other supply chain issues for a shortage of in-bound coal to the terminal. DBCT's owner, Babcock & Brown Infrastructure (BBI), is unhappy with the implication that it is its asset that is causing the terminal to have a working queue three times higher than its preferred operating queue of 15. Lloyd's List DCN reported in March, when the queue was 35 vessels, that QR said it was meeting its contracted obligation to deliver coal at a rate of 51 mtpa. Coal customers have complicated the problem by sending ships in quick succession, seemingly unperturbed by the delays of up to four weeks. However, DBCT general manager Greg Smith told Lloyd's List DCN on Monday (Apr 30) that the port had up to 8 million tonnes of excess capacity. The coal had arrived at the terminal at a rate of 51 mtpa so far in 2007. "It's upstream and it's in the supply chain and we haven't heard of any mines that are experiencing production problems so I can only assume there that we have rail operational issues," Mr Smith said. "The issue as we see it is the inability of the supply chain to deliver the

contracted quantities to the terminal." In an e-mail statement, QR said that all the coal supply chain parties were working on investing to meet unprecedented demand. "Many of the current frustrations will be eased when further rail track, locomotive and wagon investments and the expansion of the DBCT capacity, come online in early 2008," QR said. However, BBI refutes the implication that any extra port capacity would solve the problem. Mr Smith said DBCT would not have a queue if coal was delivered at 59 mtpa. "BBI is extremely disturbed that we've got an increase in queue to 45 vessels off the coast and we're still not receiving more than 51 million tonnes at the gate," Mr Smith said. "What we can't understand is if we've got port contracts for 59 million tonnes and the terminal capacity of 59 million tonnes and rail contracts of 59 million tonnes and we think all the mines are producing, then why aren't we getting 59 million tonnes delivered to the gate if QR can haul everything that's thrown at them?" QR did not answer questions relating to how it was performing against its contracted targets for 2007, but said it was achieving strong rail haulage volumes. "QR is working with our supply chain partners to maximise use of the current assets in the system," QR said. "This is bearing fruit, with three of the last four weeks seeing record or close to record tonnage railed in the Goonyella system. "The coal boom has put pressure on all of the Queensland coal systems and supply chain partners to move tonnes. "As the rail partner in the supply chain, QR has a key role to play and is committed to maximising tonnage hauled in the short term as well as ensuring sustainable rail capacity for the longer term." — Lloyd's List Daily Commercial News.

London, May 3 — A press report, dated May 2, states: Congestion in the Port of Newcastle has resulted in the loss of more jobs. Coal and Allied has announced it will shed the equivalent of 250 contractor positions at its three Hunter Valley sites because of a new quota system that limits the amount of coal that companies can export. The

system is designed to reduce the queue of 72 vessels still waiting off the coast of Newcastle to be loaded. Hunter Labor MP Joel Fitzgibbon says it is a national disgrace that jobs are being cut during a record coal boom. "The federal and state governments and the companies who control Newcastle's coal port should collectively hang their heads in shame," Mr Fitzgibbon said. Last month, the Austar mine at Cessnock announced it was shedding 79 jobs because of the new quotas.

PANAMA CANAL

London, May 1 — A press report, dated today, states: Beginning at 1800, May 3, through until 0600, May 5, the west lane of Gatun Locks will be out of service. Relay operations will be conducted in the east lane. Closing the West lane of Gatun Locks is necessary in order to perform repairs on the seals of Miter Gate 15. As a result of this work and pursuant to the rules governing the Transit Reservation System, a reduction in the number of available booking slots will be in effect during this period, as follows: From 0001 through to 2359, May 3, Condition 1a will be in effect. From 0001 through to 2359, May 4, Condition 2 will be in effect and from 0001 through to 2359, May 5, Condition 1a will be in effect. The number of slots per direction and restriction during Condition 1a will be limited as follows: No more than eight supers may be booked for transit in the southbound direction, and of these, no more than six with "full daytime-hour" restriction. Similarly, no more than seven supers may be booked for transit in the northbound direction, and of these, not more than five with "full daylight-hour" restriction. The total number of "full daylight-hour" restricted supers shall not exceed eight vessels per day. No more than four regular vessels may be booked for transit in the same direction. Of the six slots available for regular vessels, no more than two may be allocated to regular vessels transiting under restrictions. Applications for reserved transits under these conditions will be received commencing 0900, Apr 30.

Port Delays

Information received from BIMCO, Denmark and the Indian Ports Association

Country/Port	Date of report	No. of vessels waiting and/or days delay
Azerbaijan		
Apsheron	07-May-2007	Oil products: Dubendi terminal: 4 vessels berthed, 1 completed discharging crude oil, 2 discharging (1 kerosene, 1 HPGO), 1 to discharge crude oil; 1 vessel due 8/5 to discharge crude oil.
Baku	07-May-2007	Oil products: Bay of Baku: no vessels; AzerTrans terminal - Nobel avenue: 1 vessel due 8/5 to discharge gasoline; Sangachal district: no vessels.
Bulgaria		
Bourgas	07-May-2007	Five vessels in port operating, of which 3 loading (1 ammonium nitrate, 2 coils), 2 discharging (1 steel billets, 1 cigarettes); 1 vessel in roads to load coils; 8 vessels due, of which 5 to load (1 coils, 2 containers, 1 wheat, 1 gasoil), 3 to discharge (1 metals, 1 lead concentrate, 1 iron ore).
Varna	07-May-2007	Varna East, Varna West, Electrical Power Station, Balchik: Conditions 30 April - 6 May: Twenty-six vessels in port operating of which 10 loading (1 containers/equipment in packing cases, 1 scrap, 1 bulk clinker, 1 containers, 1 bulk kaolin, 1 bagged chamotte/bagged kaolin, 4 soda), 6 discharging (1 iron bars, 1 bulk slag, 3 bulk coal, 1 raw phosphate), 10 discharging/loading (8 containers, 1 dangerous cargo/equipment in packing cases, 1 equipment in packing cases/containers); no vessels waiting in roads.
Colombia		
Barranquilla	08-May-2007	Max. permissible draft: 9.14 m fw. Shore cranes operational; 4 vessels berthed (2 general cargo, 2 bulkers), no vessels anchored; 7 vessels due (2 containers, 1 general cargo, 1 bulker, 3 coal), with no delays expected.
Buenaventura	08-May-2007	Shore cranes out of service. Terminal has arranged 1 shore crane for repair of gantry crane over the next 2-3 months which can be used for discharge if required. Two new shore cranes are being installed, the first expected end-June will be in operation during the second half of July. Six vessels berthed (4 containers, 1 bulker, 1 tanker), 2 container vessels anchored; 32 vessels due (20 containers, 2 general cargo, 8 bulkers, 2 tankers), with 1 day's delay expected for bulkers.
Cartagena	08-May-2007	SPRCTG: shore cranes operational; 2 container vessels berthed, no vessels anchored; 25 vessels due (22 containers, 3 passenger vessels), with no delays expected; MEB: shore crane operational; 1 container vessel berthed, 1 general cargo vessel anchored; 4 vessels due (2 containers, 1 general cargo, 1 bulker), with no delays expected; CONTECAR: shore crane operational; 1 container vessel berthed, none anchored; 4 vessels due (2 containers, 2 general cargo), with no delays expected.
Cyprus		
Larnaca	08-May-2007	Four conventional vessels discharging at berth; 2 conventional vessels due 9/5; no delays expected.
Limassol	08-May-2007	Nine container vessels discharging/loading at berth, 4 conventional vessels discharging at berth; 7 container vessels, 3 conventional vessels, 1 Ro/Ro, 3 passenger vessels due 9/5; no delays expected.
Egypt		
Adabiya	07-May-2007	Three vessels berthed (loading/discharging), all general cargo.
Alexandria	07-May-2007	Thirty vessels berthed (loading/discharging), of which 25 general cargo, 1 bulk carrier, 1 tanker, 2 container vessels, 1 passenger vessel; no vessels at outer anchorage, 12 at inner anchorage.
Damietta	07-May-2007	Thirty-two vessels berthed (loading/discharging), of which 25 general cargo, 2 bulk carriers, 1 tanker, 4 container vessels; 18 vessels at outer anchorage, 1 at inner anchorage.
Dekheila	07-May-2007	Ten vessels berthed (loading/discharging), of which 3 general cargo, 3 bulk carriers, 4 container vessels; no vessels at outer anchorage.
Port Said	07-May-2007	Four vessels berthed (loading/discharging), of which 3 general cargo, 1 container vessel.
Suez	07-May-2007	Nine vessels berthed (loading/discharging), of which 5 general cargo, 4 passenger vessels; 2 tugs, 2 vessels dry-docked.
Suez Canal	07-May-2007	Twenty-four vessels transiting Northbound, 20 Southbound.
Estonia		
Tallinn	07-May-2007	Paljassaare (formerly Kopli): 2 vessels loading at berth (1 coal, 1 fertiliser); no vessels anchored; 2 vessels due, with 7 days berthing delay expected.
Georgia		
Batumi	07-May-2007	Oil products: 1 vessel berthed loading crude oil; 3 vessels due by 9/5, all to load, of which 2 crude oil, 1 LPG.

Port Conditions

Poti	07-May-2007	Oil products: 1 vessel due 7/5 to load TS-1.
India		
Kolkata	07-May-2007	5 vessels operating at berth of which 4 vessels loading (Containers-3, General Cargo), 1 vessel loading and discharging Containers, 1 vessel working at midstream discharging Pules; 3 vessels under repair; 1 vessel under dry docked; 1 vessel under arrest, 1 vessel waiting for sailing; 1 vessel due (Container).
Haldia	07-May-2007	12 vessels operating at berth of which 4 vessels loading (Iron Ore-2, Thermal Coal, Steel), 7 vessels discharging (Lime Coke,-2, Lime Stone, Project Cargo, RPC, Sulphur Acid, Rock Phosphate), 1 vessel loading and discharging Containers; 3 vessels awaiting berth at anchorage to load, 2 vessels waiting berth at anchorage (1 to load, 1 discharge); 6 vessels due (Crude, Parazylyene, Petroleum Product, Palm Oil, Iron Ore, Containers).
Paradip	07-May-2007	11 vessels operating at berth of which 4 vessels loading (Iron Ore-2, Fe. Cr., Pig Iron), 7 vessels discharging (Lime Coke-2, Lime Stone, Project Cargo, RPC, Sulfuric Acid, Rock Phosphate); 5 vessels awaiting berth at anchorage (3 to discharge, 2 to load); 23 vessels due.
Visakhapatnam	07-May-2007	13 vessels operating at berth of which 6 vessels loading (Steel Cargo, Food Grains, General Cargo, Thermal Coal-2, BF Slag), 7 vessels discharging (Coking Coal-2, Rock Phosphate, Steel Pipes, CP Coke, Lam Coke, Steam Coal, Product Tanker); 9 vessels not ready to work and waiting at anchorage (7to discharge, 2 to load); 1 vessel under arrest; 2 vessels under others reasons; 45 vessels due (Iron Ore-17, Feld Spar, Granite-2, Alumina, BF Slag, Mill Scale, Product Tankers, Rock Phosphate-2, Liquid Ammonia, Phosphate Acid, Coking Coal-6, Lam Coke-2. Containers-3, Alumina, Lime Stone, General Cargo, Caustic Soda, M. Ore, Steam Coal).
Chennai	07-May-2007	16 vessels operating at berth of which 1 vessel loading Iron Ore, 10 vessels discharging (Coking Oil, Coking Coal-2, Furance Oil, Steel Plates, Thermal Coal, Logs, Steel Coal, Steel Pipes, Wood Pulp), 5 vessels loading and discharging (Steel Pipe, Steel Coil, Granite Block, Project Cargo, Steel Plate, Baux- J Bag / Containers); 1 vessel awaiting berth to anchorage to load, 1 vessel not ready to work and waiting at anchorage to load ; 6 vessels due (P. Coke, IOL, Iron Ore, Logs, Steel Pipes/ Steel Plate, Project Cargo/Containers).
Tuticorin	07-May-2007	6 vessels operating at berth of which 1 vessel loading Sugar, 4 vessels discharging (Thermal Coal, Coal-2, Logs), 1 vessel for repair bunkering; 1 vessel awaiting berth at anchorage to discharge, 2 vessels not ready to work at anchorage to load, 1 vessel awaiting order at anchorage to discharge; 1 vessel under arrest.
Cochin	07-May-2007	4 vessels operating at berth discharging (Iron Scrap, Naptha, Rock Phosphate & Soda Ash); 19 vessels due (Crude-3, Domestic Passenger-4, International Cruise, Containers-7, POL-2, Tug, Barge).
New Mangalore	07-May-2007	3 vessels operating at berth of which 2 vessels loading Iron Ore Fines, 1 vessel discharging POL Crude; 4 vessels waiting berth at anchorage (1 to disahrge, 3 to load); 19 vessels due (Steam Coal-2, POL Crude-3, POL Product-3, Steel Plate, LPG, Urea, Container, Iron Ore Fines, Phosphate Acid, Iron Ore (P)-2, Ammonia, Methenol).
Mormugao	07-May-2007	3 vessels operating at berth of which 1 vessel loading Iron Ore, 2 vessels discharging (MOP, R. P. Coke) ; 9 vessels working at midstream loading Iron Ore; 3 vessels awaiting berth at anchorage to discharge, 1 vessel waiting berth at anchorage to load; 4 vessel under dry docked; 7 vessels due (MOP, Containers, Coking Coal, Iron Ore-4).
Mumbai	07-May-2007	13 vessels operating at berth of which 1 vessel loading POL, 9 vessels discharging (Steel Cargo/Pipes-4, Bulk Calcite Chips, Palm Oil Products, POL-3), 3 vessels loading and discharging Containers/Steel Cargo/ General Cargo/ Vehicle / Machinery; 1 vessel working at midstream discharging Bulk Peas; 5 vessels waiting order at anchorage discharge, 2 vessels waiting at anchorage to discharge; 15 vessels under repairs/dry docked; 10 vessels under arrest; 1 vessel under laid up (Berths not required for cargo operations); 33 vessels due (Contaners-6, Oil, Fertilizer Raw Material, General Cargo-25).
J.N.P.T.	07-May-2007	10 vessels operating at berth of which 2 vessels discharging (Cement, Ammonia Acid), 8 vessels loading and discharging Containers; 3 vessels awaiting berth at anchorage to load and discharge; 3 vessels due (Containers).
Kandla	07-May-2007	17 vessels operating at berth of which 7 vessels loading (Agriculture Product-2, Cement, Salt, Steel Pipes, CBM, Coking Oil), 8 vessels discharging (Timber Logs-3, Clay, High Speed Diesel, Chemical, CPO); 5 vessels not ready to work at anchorage (2 to load, 3 to discharge).
Ennore	07-May-2007	1 vessel working at inner anchorage loading Iron Ore; 4 vessels due (MV Jag Pavitra (POL Products), MV Good Season (Coal), MV Tamil Anna (Coal), MV Apj Sridevi (Coal).
Israel		
Ashdod	08-May-2007	No labour problems. One general cargo vessel loading at berth, 12 vessels discharging at berth (7 general cargo, 5 bulkers), 7 vessels loading/discharging at berth (5 containers, 1 tanker, 1 passenger vessel); 6 vessels waiting at anchorage to discharge (3 general cargo, 3 bulkers), 5 container vessels waiting at anchorage to load/discharge; 19 vessels due, with 2-3 days delay expected
Eilat	08-May-2007	No labour problems. One general cargo vessel discharging at berth, 1 car carrier loading/ discharging at berth; 1 general cargo vessel waiting at anchorage to discharge; 3 vessels due, with no delays expected.

Port Conditions

Haifa	08-May-2007	No labour problems. Six vessels discharging at berth (1 general cargo, 4 bulkers, 1 car carrier), 9 loading/discharging at berth (4 containers, 4 tankers, 1 passenger vessel); 4 vessels waiting at anchorage to discharge (1 bulker, 3 general cargo), 1 container vessel waiting at anchorage to load/discharge; 5 vessels under repairs/dry-docked; 17 vessels due, with 2-3 days delay expected.
Kazakhstan Aktau	07-May-2007	Oil products: 3 vessels berthed, all loading crude oil; 6 vessels in roads, all to load unknown cargo; 2 vessels due by 7/5, all to load unknown cargoes.
Russia Novorossiysk	07-May-2007	Nine vessels in port operating, of which 8 loading, (1 vegetable oil, 1 scrap, 1 slabs, 2 copper, 1 soda ash, 1 aluminium, 1 barley), 1 discharging/loading containers; 6 vessels waiting in roads, of which 4 to load (1 steel sheets/steel billets, 2 wheat, 1 slabs), 2 to discharge (1 debars, 1 bulk sugar); 62 vessels due, of which 50 to load (2 DRI, 2 bulk NPK, 6 coils, 3 pipes, 3 slabs, 1 bulk urea, 9 steel billets, 3 copper WRIC, 6 vegetable oil, 2 copper, 2 wheat, 4 aluminium, 2 pig-iron, 1 bulk ammonium nitrate/bulk urea, 2 diesel oil, 1 equipment, 1 vehicles), 9 to discharge (2 vegetable oil, 1 debars, 1 livestock, 2 bulk sugar, 1 zinc concentrate, 1 bananas, 1 potatoes), 3 to load/discharge containers. Oil terminal: 2 tankers berthed, both loading crude oil; 2 tankers in roads, both to load crude oil; 6 tankers due, all to load, of which 3 crude oil, 1 fuel oil, 2 diesel oil.
Slovenia Koper	07-May-2007	Port working normally. Eleven vessels berthed of which 4 bulk carriers discharging minerals/grain, 1 car carrier discharging/loading vehicles, 6 vessels loading steel products/sawn timber/general cargo; 3 vessels waiting at anchorage of which 2 to load general cargo/sawn timber, 1 to discharge ore; 9 vessels due over the next 2 days of which 6 to discharge/load containers, 3 bulk carriers to load coal/grain.
Spain Bilbao	07-May-2007	Thirty vessels operating (6 tankers, 24 other vessels), of which 2 loading, 21 discharging, 7 loading/discharging
Sagunto	07-May-2007	Twenty-one vessels in port operating, of which 5 loading (1 steel products, 3 bulk fertiliser, 1 cement), 13 discharging (11 steel products, 2 gas), 3 loading/discharging (1 steel products, 1 fruit, 1 general cargo); no vessels outside commercial wharf; 3 days berthing delay at present
Turkmenistan Aladja	07-May-2007	Oil products: 1 vessel in roads to load crude oil.
Turkmenbashi	07-May-2007	Oil products: 4 vessels berthed, 1 completed loading gasoil, 3 loading (1 jet fuel, 1 HPGO, 1 fuel oil); 6 vessels in roads, all to load, of which 1 gasoil, 2 fuel oil, 2 HPGO, 1 unknown cargo; 1 vessel due 7/5 to load unknown cargo.
Ukraine Ilichevsk	07-May-2007	Fifteen vessels in port operating, of which 9 loading (4 steel products, 2 sunflower oil, 1 grain, 1 cake, 1 iron ore), 4 discharging (1 sand, 1 manganese ore, 1 general cargo, 1 gasoline), 2 loading/discharging containers; 6 vessels in roads, of which 3 to load (2 grain, 1 sunflower oil), 3 to load/discharge containers; 20 vessels due, of which 12 to load (6 steel products, 1 ferro nickel, 3 sulphur, 2 sunflower oil), 2 to discharge (1 palm oil, 1 nickel ore), 6 to load/discharge containers
Mariupol	07-May-2007	Twelve vessels in port operating, of which 11 loading (6 steel, 1 coal, 3 fire-clay, 1 slag), 1 discharging/loading containers/fire-clay; 6 vessels in roads, all to load steel; 59 vessels due, of which 57 to load (34 steel, 7 coal, 7 fire-clay, 1 slag, 2 coke, 1 pitch, 1 sulphur, 1 barley, 1 sunflower beans/husks, 1 kaolin, 1 equipment), 1 to discharge containers, 1 to load/discharge containers/fire-clay
Odessa	07-May-2007	Twelve vessels in port operating, of which 4 loading (3 metal, 1 pig-iron), 3 discharging (2 luggage, 1 sugar), 3 discharging/loading containers, 2 passenger vessels; 6 vessels in roads, of which 3 to load metal, 2 to discharge (1 barley, 1 general cargo), 1 to discharge/load containers; 61 vessels due, of which 29 to load (20 metal, 1 pig-iron, 2 coal, 2 wheat, 1 ore, 1 peas, 2 scrap), 5 to discharge (1 bananas, 2 citrus, 2 sugar), 27 to discharge/load containers

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