

CasualtyWeek

July 24 2009

Japan takes on full escort role

By Mke Grinter and Keith Wallis

Shigeru Ito, director-general of Japan's maritime bureau, the Ministry of Land, Infrastructure, Transport and Tourism, has praised national legislators as two Japanese warships prepare to help protect international shipping off Somalia.

New legislation, in accordance with the United Nations Convention on the Law and the Sea, that enables the Japanese government to punish acts of piracy and protect ships regardless of their nationality, takes effect today (July 24)..

Warships

"Japan has dispatched two warships from the Japan Maritime Self-Defence Force since March to protect commercial ships. Under the establishment of this new law, Japan can now fulfil its responsibility in

anti-piracy acts as a member of the international community," Mr Ito told Lloyd's List.

Although Japan's escort operation has up to now been limited to ships that have a connection with Japan, the new legislation enables the government to protect vessels regardless of their nationality from acts of piracy.

"Japan can fight piracy more appropriately and effectively by co-operating with other nations," Mr Ito said.

"MSDF's escort vessels Harusame and Amagiri left Japan on July 6 as the second contingent on escort duties for the anti-piracy operation," he added.

On July 15, the Ministry of Land, Infrastructure, Transport and Tourism started pre-registration and escort

application at the Gulf of Aden, off Somalia, in accordance with the new legislation.

The widening of Japan's anti-piracy role to include international vessels came three days after the Pakistan Navy assumed command of Combined Task Force 150 for the third time.

Rear Admiral Muhammad Zakaullah took over control of the task force, which operates in the area around the Gulf of Aden, Red Sea and Indian Ocean, from France's Alain Hinden.

Handover

Speaking at the handover ceremony in Bahrain, Rear Admiral Hinden said: "Above all else we have taken a stand and shown that millions of square miles of ocean are not the property and playground of the smuggler, the pirate, the terrorist and the trafficker.

"We have shown, on the high seas, that in combination with our regional neighbours, we will make the effort, and bear the burden of enforcing the rule of international law of the seas, hundreds of miles from shore and thousands of miles from our home countries."

Adm Zakaullah added: "In accordance with the policy of collaborative maritime security, the Pakistan Navy, despite resource constraints, remains committed to play its role to realise the shared goal of regional stability and security."

The taskforce is one of three operating in the Gulf of Aden that have been formed by Nato, the European Union and combined forces that together have more than 30 warships.

A meeting of the taskforce commanders on July 19 discussed new strategies to track down more effectively suspected pirates and to protect sea lanes. No details of the plans have been released.

Fears grow in Yemen that Somali pirates are linking up to attack

By David Osler

SOMALI pirates may be adopting new "pack tactics", with reports that Yemeni armed forces have beaten back an attack on a Yemeni oil tanker staged by 14 pirate boats that were working together.

Western security sources in the region confirmed that some form of engagement did take place on Tuesday afternoon, and did involve the exchange of gunfire, but were unable to verify specific details of claims being made by official Yemeni media outlets.

According to the state-owned news agency Saba, the vessel at the centre of the incident was Yemen Oil 7, which was en route from Aden to Hodeidah at the time.

Following naval intervention, the attackers were beaten back.

A private security consultant based in the Gulf of Aden said: "The Yemen tankers are very high-risk vessels and there is more than one organisation that tries to create problems for them. That is why they always have armed teams and escorts."

Meanwhile, 12 Somali suspected pirates have been charged with hijacking a Yemeni oil tanker earlier this year, Yemeni authorities said.

The country is in the process of prosecuting 22 other Somalis, who have been handed over to Yemen by international naval forces.

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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
ANGLIAN WARRIOR	tug	URY	LR	345	229	1970	Reported Jul 15 in lat 34 45S, long 54 10W, in tow of tugs Andama and Uxmal, bound for Montevideo.
BELSKAYA-75	tanker	—	—	—	—	—	Grounded near Samara Jul 13. Damaged and about 9 tonnes of fuel spilled into Volga River. Spill contained. Remaining oil being pumped to another vessel. No.11 tank holed
BISKRA	product tanker	PAN	RI	8,744	11,404	1993	Reported Jul 14 taken in tow of Tsavlis Hellas after becoming disabled 250 miles south of Las Palmas. Towed to Las Palmas. In port Jul 15.
BURGAHAN NAIBOGLU	general cargo	TUR	TU	749	1,500	1979	Had steering problem and grounded near Gocuk Jul 15. Reported afloat Jul 16 and anchored awaiting inspection.
CHANG AN 1	chem/oil tanker	PAN	CS	7,384	11,146	2008	In collision with Sulu Wind at Chittagong outer anchorage Jun 30. Awaiting repairs. Under attachment.
ELDORE III	general cargo	MDA	HR	7,497	11,720	1978	Had fire in No.2 hold at Istanbul anchorage Jul 16. Extinguished same day. To be towed to Gebze for cargo discharge.
HANJIN BRISBANE	bulker	KOR	KR	16,270	27,362	1997	Grounded in lat 34 34N, long 134 46E, Jul 15. Salvage vessel dispatched.
MARIA M.	chem tanker	ITA	AB	25,373	31,100	2006	Grounded off Gothenburg in lat 57 31N, long 11 40E, Jul 14 due technical error. To be lightered before refloating attempt. Still aground Jul 16. To be lightened.
NISOS KALYMNOS	passenger/ro-ro	GRC	—	754	—	1988	Struck the pier at Astypalaia port when berthing Jul 11. Sustained one metre crack to forepart 1.3 metres above sea level. Sailed same day after inspection.
NYK THEMIS	container	PAN	NK	76,928	80,227	2008	Crane fell on to the vessel at Southampton docks Jul 13. Various rescue teams on site.
PEIXMAR TREINTA Y UNO	fishing	ESP	—	314	—	2006	Caught fire 12 nautical miles south of Nouakchott Jul 9. All 16 crew members rescued by sistership Peixmar 21.
SAGA SPRAY	bulker	HKG	NV	29,381	47,029	1994	Assisted by Multratug 9 at Scaldiahaven Jul 15, due to a considerably damaged bulb.
SEA RUNNER	passenger/ro-ro	GRC	—	3,003	175	1990	Had malfunction of control alarms to port main engine between Thira and Rethimnon Jul 14. Berthed at Iraklion for repairs and inspection.
SULU WIND	chem/oil tanker	LBR	AB	10,949	17,084	1989	In collision with <i>Chang An 1</i> at Chittagong outer anchorage Jun 30. Under attachment.
YM INCEPTION	container	LBR	NV	16,488	22,027	2006	Contacted with quay at Port Said Jul 14. Sustained major damages to hull, spilling oil and polluting the sea. Arrested.

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The following reports are reprinted from Lloyd's List



A ELEPHANT (Liberia) See "Somalia" under "Piracy."

ACQUAMARINA (Italy)
London, Jul 14 — Product tanker *Acquamarina* sailed Ymuiden Jul 13.

ALKISTIS (Panama)
Dubai, Jul 12 — General cargo *Alkistis*: Understand the vessel is still undergoing repairs at SBB Bertha at Fujairah port. She is expected to sail Jul 14. Her next port of call in not known. — Lloyd's Agents.
London, Jul 15 — According to Lloyd's MIU AIS, general cargo *Alkistis* still stationary at Fujairah at 0015, UTC, Jul 15.

AMNY-EEMS (Gibraltar)
Bremen, Jul 16 — General cargo with container capacity *Amny-Eems* hit the mole at the entrance to the port of Emden at about 1045, Jul 5. The vessel had no pilot since there is no compulsory pilotage for vessels less than 90m length and 13m width. The foreship is heavily dented and on Jul 6 the vessel entered the shipyard "Cassens Werft". The repair will last until Jul 31. — Lloyd's Agents.

ANGLIAN WARRIOR (Uruguay)
London, Jul 15 — Following navigation warning, dated yesterday, states: Tugs *Andama* and *Uxmal* towing tug *Anglian Warrior* (345 gt, built 1970) in lat 34 45S, long 54 10W, bound Montevideo.

ANTONIOS K. (Greece)
Piraeus, Jul 10 — While passenger ro/ro *Antonios K.* (592 gt, built 1977) was performing berthing manoeuvres at Rion on Jul 9, she was in collision with ferry *Argonaftis* (766 gt, built 1982), which was berthed in the port. No injury or water pollution was reported. Both vessels remain in port awaiting possible repairs and class inspection. — Lloyd's Agents.

Piraeus, Jul 10 — The master of ferry *Argonaftis* reported to the Port Authority of Rion that while his vessel was alongside the east pier of the Port of Rion on Jul 9, passenger ro/ro *Antonios K.* struck the aft port side of *Argonaftis* with her starboard side. Sixty-seven passengers were on board *Antonios K.* at the time of the incident and they were all safely disembarked. No injuries were sustained, nor pollution occurred. The Port Authority of Rion has forbidden the sailing of both vessels until they have been inspected and is also carrying out an investigation into the incident. — Correspondent.

ARGONAFITIS (Greece)
See *Antonios K.*

ARKLOW SPIRIT (Bahamas)
London, Jul 15 — Following received from Coastguard Brixham MRCC, timed 1520, UTC: At 1349, UTC, general cargo *Arklow Spirit* (2300 gt, built 1995), Rotterdam for Holyhead, with 2,200 tonnes of petcoke, reported drifting at 1.5 knots in

lat 50 06N, long 03 30W, eight nautical miles, 142 deg from Start Point, with a rope around the propeller.

London, Jul 16 — According to Lloyd's MIU AIS, general cargo *Arklow Spirit* in lat 50 21 47N, long 04 07 33W, at 0315, UTC, speed 2.7 knots.

London, Jul 16 — Following received from Coastguard Brixham MRCC, timed 0415, UTC: General cargo *Arklow Spirit* reported under way about 2143, UTC, Jul 15. Vessel subsequently arrived Plymouth.

ASPET (Georgia)
See "United Kingdom" under "Port State Control."

ATHARA (Italy)
Genoa, Jul 10 — Passenger ro/ro *Athara*: After preliminary investigation, eight owners and/or managing directors of truck companies/hauliers are being charged with suspected negligence, as their vehicles on board at the time of the fire were accompanied by false documents stating cargo as being of general nature while it actually consisted of flammable and/or highly dangerous substances such as ethanol, kerosene/fuel oil, paint and solvent, thus enhancing difficulties in extinguishing operations. Fire reportedly broke out on a refrigerated lorry. — Lloyd's Agents.

ATLANTIC NAVIGATOR (Malta)
London, Jul 13 — Roll on roll off *Atlantic Navigator* (16075 gt, built 1993) reported a fuel leak into hold No 3 at 1920, EDST, Jul 10, while berthed at Montreal.

BANDAMA (Mexico)
Montevideo, Jul 15 — Tug *Bandama* (432 gt, built 1983), which was unmanned and departed from a Brazilian port a few days ago in tow of tug *Oxmal*, bound for Montevideo, sank in 23 metres of water at around 0400, Jul 14, some 10 miles off the Uruguayan department of Maldonado, River Plate. The vessel reportedly sank just before tug *Anglian Warrior* arrived to take over the tow in accordance with local regulations. The towline was cut by Navy divers and the sunken vessel buoyed. The vessel reportedly had 8,000 litres of light fuel on board; a slick some 800 metres long has been observed in the area. Attempts will be made to refloat the vessel and investigate the cause of the sinking. — Lloyd's Agents.

BELSKAYA-75 (Russia)
Moscow, Jul 13 — According to the Russian newspapers, tanker (unspecified) *Belskaya-75*, carrying about 3,000 tonnes of fuel oil, grounded near Samara at about 0800, local time, today. The barge was towed by the tug *Shluzovoy 103*. The barge is damaged and about two tonnes of fuel oil spilled into Volga River. The surface of the oil spot is 12 km in length and 35 m in width, thickness is 4 mm. The total capacity of the damaged tank is 190 tonnes. The Owner of the barge is either ZAO Saratov Tanker or Saratov River Port. Forty-seven people and 15 pieces of equipment, including a helicopter are involved in order to eliminate the oil spillage. — Lloyd's Agents.

London, Jul 13 — A press report, dated today, states: Emergency workers have contained an oil spill in Russia's Volga River using floating barriers, a local

emergencies ministry spokesman said today. About two tons of fuel leaked from tanker (unspecified) *Belskaya-75* into the Volga, near the town of Oktyabrsk in the Samara region, this morning. The vessel's remaining oil is currently being pumped to another vessel. The oil slick, which is 12 km long, 35 metres wide and 4 mm thick, is being monitored by helicopter.

Moscow, Jul 14 — At 0805, local time, Jul 13, Emergency Service Russia reported that tanker (unspecified) *Belskaya-75*, loaded with 4,500 tonnes of heavy oil and under tow of tug *Shlyuzovoy-103*, had grounded on the Volga River near Pechorskiy village, Samara Region. The vessel ran aground at the 1,817-km mark at 0300 hrs. The vessel's No 11 tank was holed, and a leakage of about two tonnes of cargo was reported. By 1000 the same day, the oil had been pumped from the damaged tank to other tanks and the hole patched with an emergency mat, stopping the leak. By 1100 hrs, the oil spill had spread to an area 12 km long by 35 metres wide, with a thickness of up to four millimetres. An emergency team from the Russian Emergency Service started clean-up operations, containing the spill with booms. Tug *OTA 889* left Samara at 1400 hrs with ballasted barge *Pakhra*, to offload oil from *Belskaya-75*, which refloated at around the same time and anchored at buoy 65. The emergency team established several boom lines down the river to prevent the slick from spreading further. *OTA 889* and *Pakhra* started offloading *Belskaya-75* at 2030 hrs. The cargo is expected to be fully offloaded and clean-up operations completed by Jul 15. An investigation is under way. — Correspondent.

London, Jul 15 — A press report, dated Jul 14, states: Russian authorities were scrambling to contain a major oil spill on the Volga River after tanker (unspecified) *Belskaya-75* ran aground when its captain fell asleep. The barge spilled two tonnes of oil products into Europe's longest river when it ran aground early Monday (Jul 13), creating a 12-kilometre (7.5 mile) slick, the emergency situations ministry said. "It was early morning and the captain fell asleep," Russian television said. Some 140 people and 40 equipment units, including a helicopter, have been involved in the operation to contain the slick, the ministry said in a statement Tuesday. A resident from the town of Oktyabrsk in the Samara region in central Russia complained that the spill has prevented locals from swimming. The barge contained a total of 190 tonnes of oil products. The captain only contacted the emergency situations ministry an hour and a half after the incident took place, the television report said. The ministry did not say whether wildlife had been affected.

BERIKS (Ukraine)

London, Jul 10 — A press report, dated Jul 9, states: Leonid Prokhorov, the master of general cargo *Beriks* which is anchored off Odessa with a cargo of spoiled meat, has told the port's authorities that there is only enough food, water and fuel to sustain the vessel for three days. The refrigeration unit will then fail and the meat will defrost, he added, warning that the crew are exhausted and might resort to dumping the cargo overboard. However, veterinarians in the port responded by warning that the decayed Chinese poultry and Brazilian pork on board the vessel could carry the swine flu

virus, so the vessel should be kept away from Odessa. *Beriks* is now anchored in the Black Sea. The vessel has been seaborne since it left Poti with its cargo in December. The vessel cannot return to Poti because the engine needs repair, for which Ukrainian yards have denied it access.

BET COMMANDER (Isle of Man)

Durban, Jul 14 — Bulk carrier *Bet Commander* is currently anchored off Durban undergoing repairs, ETC not presently known. — Lloyd's Agents.

London, Jul 16 — According to Lloyd's MIU AIS bulk carrier *Bet Commander* 18.6 nautical miles from Durban, in lat 29 42.40N, long 31 18.3E, at 1937, UTC, Jul 14, speed 9.7 knots.

BIG 543 (Canada)

See *Everlast*.

BIG ORANGE XVIII (Bahamas)

London, Jul 10 — Supply *Big Orange XVIII* has been carrying out repairs over the past few weeks at Fredrikshavn's Orskov Shipyard to the damage sustained in the contact with the Ekofisk 24/W installation in the North Sea on Jun 8. Vessel has now left Fredrikshavn, bound for Montrose and, according to Lloyd's MIU AIS, it was located 12 nautical miles from Skagen, in lat 57 36 37.5N, long 10 45 41.75E, at 1428, UTC, today, course 005 deg, speed 11.9 knots.

London, Jul 15 — A press report, dated today, states: The oil company ConocoPhillips Norway will have to dismantle and remove a North Sea platform which was damaged when supply *Big Orange XVIII* collided with the structure in June. The collision between the water injection platform 2/4W on the Ecofisk Field and *Big Orange XVIII* caused damage serious enough for the platform to be closed down, and the six wells will be plugged. Some of the surrounding infrastructure, including a bridge and a flame tower will also be removed.

BISKRA (Panama)

Piraeus, Jul 14 — We dispatched salvage tug *Tsavliris Hellas* from her Las Palmas salvage station, to assist product tanker *Biskra* (8744 gt, built 1993) disabled about 250 miles south of Las Palmas, Jul 10. The casualty was towed safely to Las Palmas. — Tsavliris Salvage (International) Ltd.

London, Jul 15 — According to Lloyd's MIU AIS, product tanker *Biskra* stationary at Las Palmas at 0104, UTC, Jul 15.

BJORNSUND (Norway)

London, Jul 13 — According to Lloyd's MIU AIS, roll on roll off *Bjorn Sund* was in lat 63 06 27.86N, long 07 43 51.64E, at 1946, UTC, Jul 13, proceeding on a course of 241 deg at 7.6 knots.

BURGAHAN NAIBOGLU (Turkey)

Istanbul, Jul 15 — General cargo *Burgahan Naiboglu* (749 gt, built 1979), Mersin for Mariupol in ballast, grounded near Gocuk Point, Strait of Canakkale, at 2215, local time, Jul 15. — Turkish Straits.com.

Istanbul, Jul 16 — General cargo *Burgahan Naiboglu* reported floating at 0715, Jul 16. — Turkish Straits.com.

Istanbul, Jul 16 — General cargo *Burgahan Naiboglu*, Iskenderun for

Mariupol, encountered steering gear system failure at Gocuk point, drifted towards shore and ran aground at 1640, Jul 15. Coastal Safety tugs and technical team attended incident area. However, vessel did not request third party assistance. Vessel made de-ballasting / lightering operation and refloated with own power at 0700, this morning. Subsequently, dropped anchor in same place for detailed underwater inspection and other formalities. No leaks or pollution were reported due to incident. Upon completion of further inspection together with formalities, she will resume strait passage under presence of Strait pilot. — Correspondent.

C H S STAR (Panama)

London, Jul 11 — Bulk carrier *C H S Star* sailed Xingang Jul 5.

CHANG AN 1 (Panama)

See *Sulu Wind*.

CHELSEA ENTERPRISE (Philippines)

Manila, Jul 15 — Officials at Josefa Shipyard, at Navotas town, in Manila, report that repair work is ongoing on chemical tanker *Chelsea Enterprise*. Shipyard officials said that the main engine block is being installed. The vessel's propellers, tailshaft and rudder are presently being fabricated. Other pending jobs include electrical work. — Correspondent.

COSCO BUSAN (Hong Kong)

London, Jul 14 — A press report, dated today, states: Federal prosecutors have called for a 10-month prison sentence for the pilot of fully cellular containership *COSCO Busan*, which struck a Bay Bridge pier in San Francisco Bay in November, 2007, in thick fog, spilling 200 tonnes of fuel oil. In papers filed with a district court, the prosecutors said yesterday that John Cota made negligent mistakes in piloting the vessel. Defence lawyers have reportedly countered that he is being made a scapegoat and that the vessel's master and crew — granted immunity from prosecution — are also to blame. Sentencing is due on Jul 17.

DAPHNE (Sierra Leone)

Moscow, Jul 13 — General cargo *Daphne* (1672 gt, built 1968), bound Mariupol, allided with a berth at Yeisk at 1510, Jul 12. No spill or vessel damages reported. The berth sustained substantial damage. — Correspondent.

DEJO B (Netherlands)

Kiel, Jul 11 — Tanker (unspecified) *Dejo B* (476 gt, built 1957) owned by J.R. & D.J. Bonte, Steenwijk, sustained machine failure off Urk, Jul 9. The rescue boat *Kapiteins Hazewinkel* was called to the position between Urk and the Rotterdam Hook. After having reached the ship, which was carrying a cargo of cement, two rescuers were placed on it. The tug *Jenny* proceeded and after its arrival, the towing connection was shifted from the *Kapiteins Hazewinkel*. It was decided to tow the ship towards Enkhuizen. *Dejo B* was delivered there at 1430 hrs. — Correspondent.

DEZHNEVO (Russia)

Portsmouth, UK, Jul 13 — Fishing (general) *Dezhnevo* was reported back working in the Far East Basin fishing grounds, Jul 6. — Correspondent.

**DOCERIVER
(Liberia)**

London, Jul 10 — According to Lloyd's MIU AIS, bulk carrier *Doceriver* was still moored at Cape Town as of 1450, UTC, today.

London, Jul 15 — According to Lloyd's MIU AIS, bulk carrier *Doceriver* was still moored at Cape Town as of 0019, UTC, today.

**DODEKANISOS EXPRESS
(Greece)**

Piraeus, Jul 10 — On Jul 9 the Port Authority of Rhodes was informed by the master of ferry *Dodekanisos Express* (528 gt, built 2000) that the vessel had sustained a mechanical failure. *Dodekanisos Express* remains at the port awaiting possible repairs and class inspection. The Port Authority are running a preliminary investigation into the incident. — Lloyd's Agents.

Piraeus, Jul 10 — During the evening hours of Jul 9, the Port Authority of Rhodes was advised by the master of ferry *Dodekanisos Express* which was due to carry out the scheduled voyage at 0830, today, from Rhodes to Symi, Kos, Kalymnos, Leros, Leipous and the Patmos Islands, that the vessel had sustained damage to her starboard main engine. The 180 passengers were taken to their destinations by ferry *Dodekanisos Pride*, which departed at 1030. *Dodekanisos Express* was forbidden to sail until the damage was repaired and a certificate maintaining class was issued by her Class Society. — Correspondent.

**DOVER STRAIT
(Marshall Islands)**

London, Jul 10 — Fully cellular containership *Dover Strait* arrived Cartagena, Col, at 1147, Jun 21, and sailed at 1924 same day for Barranquilla.

DOXA (Cyprus)

Piraeus, Jul 14 — Bulk carrier *Doxa* was sold as scrap at 1200, local time, Jun 26, to Turkey. The transfer of the vessel took place at Kynosoura port. — Lloyd's Agents.

E.DIGNITY (Malta)

Istanbul, Jul 12 — General cargo *E.Dignity* (4996 gt, built 1977), Aliaga for Kerch, in ballast, had engine failure at 2100 today during Canakkale Strait passage bound north. Coastal safety tug and Strait Pilot attended incident area. Subsequently, vessel dropped anchor at Karanlik Liman anchorage under supervision of the pilot in order to repair engine. Engine repairs commenced by the crew. Upon completion of further repairs, state surveyors will attend on board in order to verify final repair status of the vessel. In the meantime, vessel fined by Strait Authority due to breach "Safe Strait Passage Regulation." Upon completion of formalities together with payment of the fine, vessel will resume to strait passage under supervision of Strait Pilot. — Correspondent.

London, Jul 15 — General cargo *E.Dignity*, Nemrut Bay for Kerch, passed Dardanelles eastwards at 1800, Jul 13.

EIDE CARRIER (Panama)

Bergen, Jul 16 — Barge carrier *Eide Carrier* is still laid up at Halsnøy. It has not been decided when this vessel is due back in operation. — Lloyd's Agents.

ELDORÉ III (Moldova)

Istanbul, Jul 16 — General cargo *Eldore III* (7497 gt, built 1978), Mariupol for Iskenderun, 10,071 tonnes of coal in bulk, 18 persons on board, completed Istanbul strait passage, bound south, and dropped anchor at Istanbul anchorage on Jul 11, in order to supply spare part, provision, bunkers etc. During vessel stay at Istanbul anchorage, fire experienced in hold No.2 at 0730, local time, this morning. Coastal safety tugs and technical team attended incident area and commenced fire extinguishing operation. Fire was controlled at 1115 and cooling operations continuing. Upon completion of cooling operation, vessel will be towed from incident area to Gebze port in Izmit Bay in order to discharge entire cargo. No pollution or injury reported due to incident up to now. Istanbul Harbour-master opened incident investigation file and State Surveyors will attend on board this afternoon in order to ascertain cause and extent of fire incident. — Correspondent.

EVERLAST (Canada)

London, Jul 9 — Eastbound pusher tug *Everlast* (1361 gt, built 1977), pushing tank barge *Norman McLeod* (6809 gt, built 2001), cargo asphalt, was involved in a collision with barge *BIG 543* (916 gt, built 2003), cargo grain/cereals, which was adrift, in lat 46 21 19N, long 72 29 08W, at 0106, EDST, today. *Norman McLeod* sustained a dent. Damage to *BIG 543* not known.

FANGST (Norway)

London, Jul 16 — Following received from Stavanger RCC, timed 0900, UTC: Fishing (general) *Fangst* (20 gt) hit rock wall and took in a considerable quantity of water in lat 60 57.22N, long 04 57.95E, at 1747, local time, Jul 15. Vessel was towed to Sollund shipyard by 2000, local time, same day.

FLORA (Panama)

Istanbul, Jul 13 — General cargo *Flora* (1772 gt, built 1985), Fatsa for Gemlik in ballast, struck the pier at Gemlik this morning, while berthing. The vessel sustained dents to the starboard bow and side shell plating, above the waterline. Minor damage was noted to the concrete blocks of the pier. No injuries or pollution were reported. — Correspondent.

FLORENCE FILBERG (U.S.A.)

London, Jul 13 — Tug *Florence Filberg* (283 gt, built 1944) reported a fire at Sooke Harbour, B.C., Jul 5. The 65-year-old tug has been grounded on a sandbar in the Sooke harbour since breaking loose from a nearby dock during heavy windstorms in late 2006.

Vancouver, Jul 14 — Flames broke out on tug *Florence Filberg*, aground on a sandbar in Sooke Harbour since 2006, about 2030 hrs. Sooke fire chief said two people have been arrested in connection with the blaze. — Lloyd's Agents. (See issue of Jul 14.)

London, Jul 15 — A press report, dated Jul 14, states: The Victoria man identified as the owner of tug *Florence Filberg*, torched in Sooke Harbour earlier this month, says the boat is not his, and he's not responsible for cleaning up its charred remains. Ron Cook said he was going to take possession of the 38-metre tug *Florence Filberg* from an American man once it arrived at a dock

in Sooke Harbour in November 2007. But, he said, the waters in the harbour were too shallow for the US tugboat towing the vessel to Sooke, so the boat was anchored in the bay. The anchor didn't hold when a storm kicked up and the boat became lodged on a nearby sandbar, where it has sat ever since, Cook said. "I didn't get the boat because it didn't get to its destination," he said Monday (Jul 13). He added the *Florence Filberg* was being given to him by the previous owner, who lived in Seattle. Cook, who said he could not recall the man's full name, said he did not pay for the boat. "A deal's not a deal when there's no money changing hands," he said. On Jul 3, two men were arrested by Sooke RCMP after being spotted near the derelict tugboat minutes before it became engulfed in flames. The District of Sooke is still waiting to hear whether the federal government will step in to help cover the estimated \$120,000 clean-up. A piece of the boat broke free last week and floated onto the beach. "We're not committing to any clean-up until we know who's paying for it," Sooke mayor Janet Evans said. Two years ago, Transport Canada, which enforces the nation's Navigable Waters Protection Act, asked Cook to remove the tugboat. "We've spoken to the owner and have told him that the vessel has to be marked and has to be removed when practical and safe," a Transport Canada spokeswoman said at the time. But Cook said yesterday he told the coast guard it was not safe to move the vessel at the time and that he would have to wait until the following winter. He then claimed the coast guard gave away salvage rights to the vessel, which was looted of its propeller and equipment from its wheelhouse. "They're trying to make me look like the bad guy, but let's face it, the coast guard is the bad guy," he said. Coast guard spokesman Dan Bate said salvage rights are mandated by Transport Canada, not his agency, and added the coast guard still considers Cook the vessel's owner. Cook described the 65-year-old *Florence Filberg* as a beautiful heritage vessel that he had planned to restore and take to Panama to use in fishing charters. But first, he said, he wanted it brought to a shipyard in Sooke where he could get a sense of how much it would cost to restore. Cook said he's never abandoned a boat, but court documents obtained last week tell a different story. Cook was being sued last year for the unauthorized moorage of a large tugboat called the *Pacific Challenge* on private property along the Fraser River in Delta. An affidavit revealed he had previously abandoned a large tugboat called *Respect* in a California estuary in 2007 and was the owner of the *Mary Mackin*, a tugboat beached on the shores of Patricia Bay before it was destroyed by fire in July 2004. The 2008 case concluded when the plaintiffs obtained an order forcing Cook to remove the vessel or face contempt-of-court charges. In 2003, Cook was convicted in a US federal court for illegally dumping trash bags full of asbestos into the Gulf of Mexico and elsewhere.

FLYINGCAT 1 (Greece)

Piraeus, Jul 13 — Ferry *Flyingcat 1* (478 gt, built 1990) had a mechanical failure during her entry at Piraeus port on Jul 11. There was no injury or water pollution.

After class inspection the vessel sailed for its scheduled voyage on Jul 12. — Lloyd's Agents.

FLYINGCAT 6 (Greece)

Piraeus, Jul 15 — On completion of repairs and Class inspection, ferry *Flyingcat 6* sailed from Syros on Jul 9, bound for Skiathos. — Lloyd's Agents.

FOREST (Malta)

See "Cyprus" under "Port State Control."

FORTES

(St. Vincent & Grenadines)

London, Jul 14 — General cargo *Fortes* sailed Bizerta Jul 7 and arrived Bizerta Jul 8.

FURIOSO (Antigua & Barbuda)

Zeebrugge, Jul 11 — General cargo *Furioso* (4244 gt, built 2007) sailed Antwerp 0248 today and anchored River Scheldt 0512 hrs with engine trouble. Heaved up anchor at 0612 hrs and ETA Vlissingen 0745 in tow of two tugs. — Lloyd's Sub-agents.

Kiel, Jul 13 — At 0300, on Jul 11, general cargo *Furioso* sustained engine problems after having departed from Antwerp to Hallstavik. The attempt to anchor at buoy 28 failed and the tugs *Multratug 9* and *Hemiksem* towed the vessel to East Flushing for inspections, where it remains berthed. — Correspondent.

GATUN (Panama)

Balboa, Jul 10 — General cargo *Gatun* is still at Balboa anchorage under the custody of the Panamanian Coast Guard. — Lloyd's Agents.

GOLDEN AKANE (Panama)

Manila, Jul 11 — Combined chemical and oil tank *Golden Akane* was freed from its grounded position at Bacud Shoal in Sarangani Bay, southern Philippines yesterday. The vessel was towed from its grounded position by Malayan Towage and Salvage tugs *Kursi 6* and *Bauan* at high tide. An underwater survey of the vessel showed no damage to the bottom hull or its steering gear. The vessel is now anchored in Sarangani Bay off Davao province. *Golden Akane* will resume its voyage to mainland China once her owners issue a security to Malayan Towage for the assistance rendered to the vessel. — Correspondent.

Manila, Jul 14 — Combined chemical and oil tank *Golden Akane* is still anchored in Sarangani Bay off Davao province in southern Philippines. The vessel is still awaiting the posting of a security by its owners to Manila-based Malayan Towage and Salvage Corp. for its services in refloating. The security is expected to be transmitted anytime this week. — Correspondent.

GREEN VISHIP (Mongolia)

London, Jul 10 — Understand general cargo *Green Viship* which sank in Vung Tau territorial waters, after it was in collision with fully cellular containership *Vinashin Pacific* on Aug 20 2008, has been raised and is back in service.

GUDRUN (Antigua & Barbuda)

Portsmouth, UK, Jul 10 — Fully cellular containership *Gudrun* (4628 gt, built 1995) experienced an engine breakdown in the

North Sea on Jul 9, while entering the Nieuwe Waterweg. The vessel began drifting and was taken in tow by tug *Smit Japan*. — Correspondent. (Note — According to Lloyd's MIU AIS, *Gudrun* was in port at Europoort at 0642, UTC, Jul 10.)

London, Jul 11 — Following received from Den Helder RCC, timed 0900, UTC: Fully cellular containership *Gudrun* in tow of tug *Smit Elbe* and *Texelstroom* to Amazonehaven, Rotterdam for repairs, ETA one and a half hours.

London, Jul 14 — According to Lloyd's MIU AIS, fully cellular containership *Gudrun* is located 1.7 nautical miles from Schiedam, in lat 51 52 48.37N, long 04 25 09.25E, at 1343, UTC, today, course 292.2 deg, speed 3.4 knots.

Maassluis, Jul 15 — Fully cellular containership *Gudrun* is currently under repair. The agent informed us the repairs could be finished around Jul 24. We expect repairs to take a bit longer, most probably in the first week of August. — Lloyd's Sub-agents.

GUMEL (Panama)

See "Belgium" under "Port State Control."

H.ISMAIL KAPTANOGLU (Turkey)

Istanbul, Jul 12 — Combined chemical and oil tank *H.Ismail Kaptanoglu* (22950 gt, built 2005), from Aliaga, laden, ran aground at north-east part of Kos Island, Aegean Sea, afternoon of Jul 12. Vessel subsequently refloated under her own power same evening and shifted to safe place in the area in order to carry out detailed underwater inspection under daylight. Reportedly no pollution was reported from grounding or refloating operation. — Correspondent.

Piraeus, Jul 13 — Combined chemical and oil tank *H.Ismail Kaptanoglu*, Turkey to Syria, cargo of fuel oil, grounded at the sea area Ammoglossa to Kos Island, Jul 12. There was no injury or water pollution. The vessel refloated at 2130, local time and sailed for scheduled voyage. — Lloyd's Agents.

HANJIN BRISBANE (South Korea)

Yokohama, Jul 16 — Bulk carrier *Hanjin Brisbane* (16270 gt, built 1997), China to Hirohata, Hyogo, ran aground on shallows in lat 34 34.5N, long 134 46.7E, at 1945, July 15. Salvage ship has been dispatched to the scene. Neither water ingress nor oil spill has been reported. — Lloyd's Agents. (Note — According to Lloyd's MIU AIS, *Hanjin Brisbane* stationary in lat 34 34N, long 134 46E, at 1842, UTC, Jul 15.)

HANJIN ELIZABETH (Panama)

London, Jul 13 — Following received from Coast Guard San Francisco, timed 1709, UTC: Fully cellular containership *Hanjin Elizabeth* (51754 gt, built 1992), bound Oakland, reported a loss of propulsion at 0100, local time, Jul 13, due to a scored piston. The vessel is currently 50 miles off Monterey and is proceeding to Oakland, ETA 1300, local time.

London, Jul 14 — Fully cellular containership *Hanjin Elizabeth* arrived Oakland at 1440, Jul 13.

San Francisco, Jul 14 — Fully cellular containership *Hanjin Elizabeth* arrived Oakland on Jul 13 and temporarily berthed

at berth 56, Hanjin Terminal. The vessel is currently at anchorage under a Coast Guard hold, due to engine trouble. The vessel is undergoing repairs which are expected to be completed at 1800 today, and the vessel is expected to sail tonight for Tokyo. — Lloyd's Agents.

London, Jul 16 — Fully cellular containership *Hanjin Elizabeth* sailed Oakland Jul 14.

HELENIC (Netherlands)

London, Jul 11 — Following received from Coastguard Humber MRSC, timed 1555, UTC: Fully cellular containership *Helenic* (2281 gt, built 2008), Antwerp to Immingham, lost main engine power in about lat 53 35 27N, long 00 3E at 0221, UTC, today. The crew are still currently assessing the situation.

London, Jul 12 — Following received from Coastguard Humber MRSC, timed 1130, UTC: Fully cellular containership *Helenic*: Engineers are due to on scene between 1800 and 1900, today. Repairs anticipated to take about three hours to complete and she will proceed to Immingham for discharge.

London, Jul 13 — According to Lloyd's MIU AIS, fully cellular containership *Helenic* still stationary in lat 53 35N, long 00 03E, at 0436, UTC, Jul 13.

London, Jul 13 — Following received from Coastguard Humber MRSC, timed 0447, UTC: Fully cellular containership *Helenic*: Repairs anticipated to take about seven more hours to complete and she will proceed to Immingham for discharge.

London, Jul 14 — Following received from Coastguard Humber MRSC, timed 0920, UTC: Fully cellular containership *Helenic* arrived Immingham at 1845, UTC, yesterday.

London, Jul 15 — Fully cellular containership *Helenic* sailed Immingham Jul 14.

Hull, Jul 15 — Fully cellular containership *Helenic* engine problems were resolved and the vessel sailed from Immingham at 2200, Jul 14, bound for Ipswich. — Lloyd's Agents.

HELLESPONT DARING (Marshall Islands)

London, Jul 13 — Supply *Hellespont Daring* arrived Walvis Bay on Jun 29. According to Lloyd's MIU AIS vessel was still moored there as of 1048, UTC, Jul 11.

HORIZON 1 (Turkey)

See "Somalia" under "Piracy."

HSIN TUNG CHUNG NO.86 (Taiwan)

See *Tosa*.

HYDRA I (Greece)

Piraeus, Jul 10 — Ferry *Hydra I* (248 gt, built 1982) sustained a mechanical failure while sailing from Ydra port to Spetsai port, Jul 9. There was no injury or pollution. The vessel arrived at Spetsai port and later, the same day, she made a route to Piraeus port where she is waiting for repairs and class inspection. — Lloyd's Agents.

ILIDA (Greece)

Piraeus, Jul 16 — Hydrofoil *Ilida* (142 gt, built 1985) sustained a mechanical failure while sailing from Leykimmi port to Paxoi port, Jul 15. There was no injury or water

pollution. The vessel completed repairs and is in port at Paxos, waiting for class inspection. — Lloyd's Agents.

JOVAN I (Singapore)

See "Singapore Straits" under "Piracy".

KASHMIR (Malta)

Dubai, Jul 15 — Chemical tanker *Kashmir*: The situation remains the same. — Lloyd's Agents.

KEFALONIA (Greece)

Piraeus, Jul 15 — Passenger ro/ro *Kefalonia* has completed repairs. After the class inspection, the vessel sailed Jul 7, for her scheduled voyage to Sami port. — Lloyd's Agents.

KENRYO (Singapore)

See "Singapore Straits" under "Piracy."

KHANAK (Bangladesh)

See *Modern*.

KING EVEREST (Marshall Islands)

London, Jul 10 — Following received from Coastguard Humber MRSC, timed 0813, UTC: Combined chemical and oil tanker *King Everest* (23217 gt, built 2001), Malmo for Immingham, collided with the North New Sand buoy in the approaches to the River Humber in lat 53 37.83N, long 00 22.35E at 1723, UTC, yesterday. Vessel is believed to have fouled the buoys anchor cable with either propeller or rudder. The vessel is now anchored and disabled. Tug *Svitzer Keelby* is made fast to the casualty. *Red Wolf* is standing by with divers on board. Divers are waiting for improvement in weather conditions before inspecting damage.

London, Jul 11 — Following received from Coastguard Humber MRSC, timed 1555, UTC: Combined chemical and oil tank *King Everest* remains anchored about 15.8 nautical miles from Tetney Terminal due to a fouled propeller. Tugs *Svitzer Keelby* and *Red Wolf* are in attendance.

London, Jul 12 — Following received from Coastguard Humber MRSC, timed 1128, UTC: Combined chemical and oil tank *King Everest*: Divers are currently on scene, attempting to cut the entangled buoy chain from her rudder and propeller.

London, Jul 12 — Following received from Coastguard Humber MRSC, timed 2130, UTC: Combined chemical and oil tank *King Everest* now effected repairs. Chain removed. Engine trials conducted and all seems well. Now anchored in deep water anchorage awaiting berthing orders for tomorrow. Proposal for two tugs to be in attendance when in transit to berth at Immingham Oil terminal.

London, Jul 13 — According to Lloyd's MIU AIS, combined chemical and oil tank *King Everest* was in lat 53 33 48.6N, long 00 06 55.2E, at 1959, UTC, Jul 13, proceeding on a course of 296 deg at 9.3 knots.

KIRAN (Cyprus)

Cape Town, Jul 15 — Bulk carrier *Kiran* left False Bay at 1356, Jul 6. The final fault that was preventing the main engine from getting up to speed was reportedly the air line to the scavenge air pressure limiter switch was blocked. In addition to this, technicians found that spares that had been

fitted to No 2 fuel pump block HFO spill return valve were the wrong type, leading to over-fuelling of this unit. The vessel is reported as making good progress toward Singapore at around 13 knots. — Lloyd's Agents.

KONSTANTINOS F. (Greece)

Piraeus, Jul 15 — Hydrofoil *Konstantinos F.* (142 gt, built 1981) sustained a mechanical failure during her departure from Kavala port to Thasos port, Jul 14. There was no injury or water pollution. The vessel after some repairs and the class inspection sailed for her scheduled voyage on same day. — Lloyd's Agents.

LADY GRACE II (St. Vincent & Grenadines)

London, Jul 12 — Following received from Fort de France MRCC, timed 1415, UTC: General cargo *Lady Grace II* is still aground.

LIDER KARTAL (Slovakia)

Istanbul, Jul 10 — General cargo *Lider Kartal* is still in port at Tuzla and there have been no developments in the vessel's situation. — Lloyd's Agents.

LING HAI (China)

Shanghai, Jul 15 — Owners of Combined bulk and oil carrier *Ling Hai* said that no damage occurred from the crane collapse at Shanghai. — Lloyd's Agents.

MAERSK NEWPORT (U.K.)

London, Jul 10 — Marine Accident Investigation Branch report No.13/2009, released in June states: Fully cellular containership *Maersk Newport* sailed from Le Havre for Algeciras just after midnight on Nov 10 in force 4 to 5 (moderate to fresh breeze) winds. Overnight the weather deteriorated and the ship's speed was reduced. By 1200 hrs the wind had further increased to force 8 to 9 (gale to strong gale) with rough seas. At 1250 hrs the bow thruster-room bilge alarm sounded and a number of holes were found in the port side of the bow thruster room shell plating through which water was pouring. The port anchor chain lashing was found to have released and the anchor had fallen, against the windlass brake tension, into the water. As the ship continued to pitch in the heavy seas, the anchor impacted against the hull, causing the damage. It was later found that five adjacent compartments had also flooded. Despite the forecasted poor weather conditions no specific heavy weather checks had been carried out. By the time they were considered necessary it was too dangerous for personnel to go on to the deck, so the anchor securing arrangements were not verified. The port anchor chain lashing arrangement failed because neither it, nor the windlass brake, was sufficiently tightened and the hawse pipe cover was not fitted. The vessel continued her passage and arrived at Algeciras on Nov 13 for cargo operations and repair. Repairs were arranged by the technical superintendent with little input from the ship's crew. Unbeknown to the crew, oxy/acetylene metal cutting by shore contractors had been arranged for when the ship was alongside and engaged in cargo operations. At about 0055, Nov 15, the contractor's safety watchman left the fore-castle and, by 0110 hrs, a fire had developed in the vicinity of

the port windlass winch mooring rope and a bank of 15 acetylene bottles. One oxygen and two acetylene bottles exploded in the fire, which was extinguished at 0546 hrs. There were no injuries. Damage was restricted to the fore-castle area. The cause of the fire is likely to have been a discarded cigarette which ignited contractor's clothing in the vicinity of the mooring rope and acetylene hoses. Because of poor communications, no shipboard Permit to Work control measures were in place for the planned hot work, and the contractor's safety watchman had no emergency communication link with the crew. He left his safety station without the knowledge of the foreman, so the fire was not discovered for about 15 minutes. The gas cutting assemblies were not leak tested and the "in use" gas bottles were co-located with the remaining bottles increasing the risk of fire spread. Neither accident was reported to the Marine Accident Investigation Branch (MAIB) or to the management company's Designated Person Ashore (DPA). Recommendations have been made to A.P. Møller Maersk which include a review of internal and external communication procedures, control of contractors, hot work arrangements and accident reporting procedures. The company has also been recommended to issue instructions on preserving voyage data recorder information for accident investigation purposes. The repair contractor has been recommended to ensure that no flammable material is left near gas bottles, its workers are equipped with Very High Frequency (VHF) radios, a safety watchman is always available, that gas connection leak tests are carried out and, where feasible, "in use" bottles are separated from those in the storage area. Damage: Heavy weather - hull penetrations and flooding, water contamination of electrical equipment Fire ñ two mooring ropes destroyed, deck plating distorted, heat damage to the winch coatings.

MAHARLIKA 6 (Philippines)

Manila, Jul 15 — Understand that ferry *Maharlika 6* is still undergoing repairs at Liloan port, on Leyte island. — Correspondent.

MALAKAS (Panama)

London, Jul 11 — A press report, dated today, states: A local court at Kochi has come to the rescue of five Sri Lankan crew of abandoned tug *Malakas*. The Judicial First Class Magistrate Court ordered detention of the vessel at Cochin Port until further orders. The plight of the crew came up before the court after the International Transport Workers' Federation Inspectorate and the Cochin Port Staff Association filed a petition seeking wages, sustenance and repatriation of the crew under Section 145 of Merchant Shipping Act from the owner of the vessel. The petitioners had prayed for a direction to the vessel owner to provide US Dollar 64,550 as back wages to the crew and US Dollar 25,000 as compensation along with repatriation. The nine-member crew were left stranded from Aug 10, 2008, after the engines of the vessel developed a technical snag and damaged completely. After being on the high seas without power, the crew sent an SOS message, which was picked up by a Netherlands vessel owned by Svitzer Salvage BV Co. Though Svitzer

Salvage waited for five days, the Iranian owner did not allow towing to the nearest port. In the due course, the shipping agent of *Malakas* arranged for towing of the vessel to Cochin Port after receiving direction from its owner. Meanwhile, Svitzer Salvage demanded US Dollar 1,65,000 from the Iranian owner for its efforts for five days in high seas keeping the vessel at anchor. Later, they approached the Mumbai Admiralty Court when the owners refused to pay the money and obtained a detention order. Amidst legal proceedings, the owner repatriated four of the crew members, including the Master and the Chief Engineer, but the remaining five were subjected to exploitation and sufferings even after they requested for wages, food and water. After finding no response from the owner, the crew approached the ITF Inspectorate, which in turn took up the matter with the court. The ITF submitted before the court that the condition of the crew was very pitiable as the owner had abandoned the vessel.

MAR DE MARIA (Spain)

Noumea, Jul 15 — Fishing (general) *Mar De Maria*: Apparently one salvage gang will come this week from Australia to straighten up the vessel. — Lloyd's Agents.

MARCO POLO (Bahamas)

London, Jul 11 — A press report, dated Jul 10, states: Passengers on passenger (cruise) *Marco Polo* at the centre of vomiting bug outbreak have been promised their money back. Operators Transocean Tours of Bremen said fares would be refunded as a "gesture of goodwill." More than 750 passengers will also get a refund of money spent on alcohol, and a 50% discount on a future cruise. A statement issued to passengers today said: "The investigation into the virus outbreak that has affected this cruise is still ongoing and, at this time, its cause remains unknown. However, without prejudice to those issues, after due consideration, it is advised that, as gesture of goodwill, you will receive, via your tour operator, an ex-gratia payment in full compensation of the full amount of your cruise fare." The statement added: "We reiterate our thanks for your patience and understanding during the last few days but sincerely hope that we shall have the privilege of welcoming you on board *Marco Polo*, in happier circumstances, again in the future." Some passengers had complained of poor communication from management and, after a meeting, had threatened to refuse to disembark at Tilbury unless they were promised a full refund.

London, Jul 12 — A press report, dated Jul 11, states: A number of passengers recovering from an outbreak of a vomiting bug on passenger (cruise) *Marco Polo* have remained on board after the vessel docked at Essex. More than 600 passengers have started making their way home after *Marco Polo* arrived at Tilbury earlier. A spokesman for Transocean Tours, of Bremen, said 11 passengers are still on board and will leave the ship later. (Note — *Marco Polo* arrived tilbury 0944, UTC, Jul 11.)

London, Jul 16 — Passenger (cruise) *Marco Polo* sailed Tilbury Jul 14.

MARIA M. (Italy)

Gothenburg, Jul 15 — Chemical tanker *Maria M.* (25373 gt, built 2006), Ventspils

to Bilbao, cargo of gas oil, grounded off Gothenburg, in lat 57 31.6N, long 11 40.22E, at about 2300, local time, Jul 14. The weather was clear. — Lloyd's Agents. (Note — *Maria M.* sailed Ventspils Jul 12.)

London, Jul 15 — Following received from Gothenburg MRCC, timed 1135, UTC: Chemical tanker *Maria M.*, cargo 32,866 cargo of gas oil, is still hard aground. No pollution reported. Divers are unable to locate the impact area.

London, Jul 15 — Millenia Maritime, managers of the chemical tanker *Maria M.*, report that the vessel grounded at 2221, Jul 14, while manoeuvring to take on bunkers at the port of Gothenburg, in lat 57 31.6N, long 11 40.22E. There is no pollution and no injuries reported among the 21 crew members. The vessel is laden with 32,909 tonnes of gas oil. There is no reported ingress of cargo into the ballast tanks. Millenia Maritime is working closely with the Gothenburg Harbour Master, local authorities and Class to resolve the situation. A Lloyd's Open Form contract has been signed with SMIT Salvage.

Gothenburg, Jul 15 — Chemical tanker *Maria M.* grounded at 2215, yesterday evening, six nautical miles south of Vinga lighthouse. According to the Coast Guards web site, the probable reason for the grounding is a technical error. The vessel carries 32,000 cubic metres of gasoil/diesel. Divers have inspected the hull and Coast Guard environmental protection vessels *KBV 050* and *KBV 051* have been present during the night. To this point however, no oil spill has been detected and according to the Coast Guard, there is no imminent risk at this point either. The weather is fine at the moment, with a southerly wind of about four metres per second. The plan is to lighten the fore tanks of about 12,000 cubic metres of gasoil, after which an attempt will be made to tow the vessel off the ground. — Lloyd's Agents.

London, Jul 16 — Following received from Gothenburg MRCC, timed 0930, UTC: Chemical tanker *Maria M.* is still aground. It is hoped that cargo removal operations will commence tomorrow to facilitate refloating efforts.

MARTI PRINCESS (Malta)

Istanbul, Jul 15 — Following the collision with fully cellular containership *Renate Schulte*, owners of general cargo *Marti Princess* declared general average. Understand that they signed a salvage agreement with Turkish Salvors Solar Salvage. *Marti Princess* was towed by tug *Ocean Ergun* from the incident place to Dikili on Jul 4. The vessel waited off Dikili until Jul 9 and was then towed to Izmir. *Marti Princess* berthed alongside at Izmir port New Silo berth on Jul 10 for discharge of damaged cement cargo in hold No.2. Understand that *Marti Princess* has three holds. Reportedly hold No.2 flooded with sea water and approximately 3,000 tonnes of cement were lost. Five thousand tonnes of bulk cement in holds No.1 and 3 declared to be free of damage. Damaged cargo discharge operations not commenced yet. — Lloyd's Agents.

MATTERHORN (Liberia)

Brest, Jul 10 — Reefer *Matterhorn* is still in port at Brest. — Lloyd's Agents.

London, Jul 15 — According to Lloyd's MIU AIS, reefer *Matterhorn* still at Brest at 2336, UTC, Jul 14.

London, Jul 16 — According to Lloyd's MIU AIS, reefer *Matterhorn* still at Brest at 0330, UTC, Jul 16.

MENASHA (Canada)

Montreal, Jul 14 — Transport Canada report that tug *Menasha* is still in Sarnia undergoing repairs. — Lloyd's Agents.

METELITSA (Russia)

St. Petersburg, Jul 13 — Fish factory *Metelitsa* remains under arrest at St. Petersburg. — Lloyd's Agents.

MIA (Cambodia)

Beirut, Jul 15 — While repairs to cylinder No.4 of general cargo *Mia* at Beirut were ongoing, it was discovered that the crank shaft was also out of order. Owner has now requested a new engine. — Lloyd's Agents.

MIYA MARU NO.18 (Japan)

London, Jul 13 — According to Lloyd's MIU AIS, product tanker *Miya Maru No.18* was located 2.7 nautical miles from Ainoura, Japan, in lat 33 09 15.65N, long 129 36 56.47E, at 1147, UTC, today, course 36.9 deg, speed 12.1 knots.

MODERN (Bangladesh)

London, Jul 12 — A press report, dated today, states: Tug/support lighter vessel *Modern*, laden with 1,000 tonnes of gypsum, capsized after it hit Chittagong Port Authority dredger *Khanak* (3226 gt, built 1991) in the main channel of Chittagong port, in Karnaphuli estuary, yesterday morning. The vessel's crew managed to take it to nearby Parky beach before it capsized. CPA officials said movement of vessels in the port channel was not hampered. One of the dredging arms of *Khanak* and the holding crane were completely damaged in the accident. *Modern*, after loading gypsum from mother vessel *Ali Murtoza* at the outer anchorage, was entering the port channel at about 0900 hrs. *Khanak* was engaged in dredging at the site. The vessel suddenly turned direction and contacted *Khanak* as its steering system failed, said a crew member of the dredger. Manager (operation) Mejbah Uddin of Marine Service, owner of the vessel, admitted that the vessel lost control of its steering after a chain was torn. The vessel capsized as a big crack developed in its lower portion due to the collision, he said.

Chittagong, Jul 13 — Tug/support lighter vessel *Modern* was in collision with dredger *Khanak* near the Karnaphuli estuary, Chittagong at 0830, Jul 11. *Modern* subsequently capsized as a big crack developed in its lower portion due to the collision. However, vessel movement in the port channel remained normal. *Modern* was then towed towards shore near Parky Beach in Anowara Upazila. All crew were rescued before the vessel capsized. — Lloyd's Agents.

MOL PROSPERITY (Panama)

London, Jul 9 — Fire department officers in Hong Kong have launched an investigation into a blaze onboard fully cellular containership *MOL Prosperity* after it emerged the fire started in a container of dry freight rather than dangerous goods. Marine Department spokesman Patrick Wong said that initially dangerous goods were suspected because smoke was seen escaping from the hatch of No.6 hold where

there were three International Maritime Organization class three tanktainers. But he added: "It is now clear that the fire started and was essentially contained in No.7 hold in which there were no dangerous goods. While the ship's fire detection unit initially showed fire in No.6 and 7 holds that could not rule out dangerous goods might be involved, subsequent events indicate that it is unlikely that dangerous goods played any part in this fire." This was confirmed by Fire Department spokesperson Joyce Yip who said the container where the fire is believed to have started contained garments, suitcases and other goods. She said the fire was extinguished at 1140, local time, today. Ms Yip said it was unclear how the fire started in a shipment of inert goods.

MONARCH (U.S.A.)

Anchorage, Jul 14 — Operations are continuing to remove the fuel from tug/supply *Monarch*. Around 50% of the fuel has so far been removed. — Lloyd's Agents.

MSC INES (Panama)

Portsmouth, UK, Jul 15 — Fully cellular containership *MSC Ines* (107551 gt, built 2006) reported a limited fire involving some containers that ignited as the ship was proceeding in the Suez Canal northbound convoy, last week. The Suez Canal Authority immediately responded by isolating the vessel in the Bitter Lake to protect the safety of the canal and navigation, thus minimising the delay to the convoy to just one hour and 20 minutes. The fire was later brought under control. — Correspondent. (Note — *MSC Ines* passed Port Said north Jul 9 for Bremerhaven.)

NEW DAWN (U.S.A.)

London, Jul 9 — A press report, dated today, states: A barge (tank barge *New Dawn*, 2550 gt, built 1980) hauling gasoline has run aground in the Columbia River at the mouth of the Hood River, Coast Guard officials said today. It was one of four barges being transported by a tug (tug *The Chief*, 575 gt, built 1968) through the Columbia. Three of the four barges are empty, but the fourth has gasoline, according to the Coast Guard. The tug crew first reported the grounding at 0348 hrs. As of 0700 hrs, there were no reports of pollution from the barge. The Coast guard sent an incident management team to investigate and inspect for possible pollution and to determine the cause of the grounding. A second tug has also been sent to the area to remove the barge.

London, Jul 9 — Following received from Coast Guard Seattle, timed 1720, UTC: The barge aground at the mouth of the Hood River is tank barge *New Dawn*, VIN 620926, which was being towed by tug *The Chief*, VIN 514987. The barge believed to be still aground with a Coast Guard team on board assessing the situation.

London, Apr 9 — A press report, dated today, states: Federal dam managers are raising the level of the Columbia River to try to free tank barge *New Dawn* hauling one million gallons of gasoline that ran aground this morning about an hour east of Portland. Coast Guard investigators and inspectors were on scene by about 0830 this morning, roughly five hours after tug *The Chief* and its four barges become stuck, said guard spokesman Lieutenant Junior Grade

Ryan Harry. The tug and barges involved are operated by Tidewater Barge Lines. "Right now there are no reports of any sort of pollution in the water," Harry said. Inspectors have not seen any sheen in the river, and took soundings of the cargo to determine that none of the gasoline has spilled, he said. By mid-day, three barges had been removed from the tug and only the fuel-carrying barge remained. *New Dawn* is double-hulled, which reduces the likelihood of a spill. The Coast Guard planned to inspect the space between the hulls to make sure the outer hull was not breached in the grounding, Harry said. Meanwhile, the U.S. Army Corps of Engineers is spilling less water over the gates at Bonneville Dam to raise the level of the Columbia behind the dam by about a foot to see if that will float the barge free, said Matt Rabe, a spokesman for the Corps in Portland. The river level should be raised by this afternoon, but if the barge is firmly grounded, raising the river might not help, Rabe said. They barge is aground about 50-feet from where the sandy fan of the Hood River delta reaches into the wide Columbia River at the town of Hood River. And according to coordinates from the Coast Guard, the tug and barge are about 1,000 feet south of the Columbia's navigation channel, which is marked by red and green buoys, said the Corps' Rabe. "Based on the coordinates the the Coast Guard gave us, the barge and tug are way outside the channel," Rabe said. Coast Guard inspectors who were in the river in a small boat this morning reported that the buoys marking the channel were in their appropriate location. In this morning's incident, the tug, and four barges ran aground while heading up the Columbia River just west of the Hood River Bridge at about 0330 hrs. Two of the barges appeared to be empty; the others were a fuel barge and an apparently loaded container barge. The loaded fuel barge appears to have ridden up on the stern of the container barge in front of it, but no obvious damage was visible from water level. A Portland-based Coast Guard official said inspectors will try to determine what caused the vessels to run aground.

London, Jul 10 — A press report, dated Jul 9, states: Attempts to free the grounded tank barge *New Dawn* with an additional tug near Hood River, Ore, were unsuccessful today. Working closely with Tidewater Tug and Barge, the owners and operators of *New Dawn*, the Coast Guard approved a salvage plan to free the barge from the sandbar. The plan calls for an empty fuel barge to be brought alongside in order to transfer gasoline off the grounded vessel. The lightering operations will commence at first light tomorrow morning. Tidewater and Coast Guard personnel inspected the double hull of the barge and found no damage resulting from this incident. There has been no release of any cargo into the Columbia River and no impact to the environment. The cause of the grounding is still under investigation by the Coast Guard. The Coast Guard continues to work with state and local agencies, the Army Corps of Engineers, the Environmental Protection Agency, Oregon State Department of Environmental Quality and Washington State Department of Ecology to ensure a safe conclusion to the incident.

London, Jul 10 — Following received from Coast Guard Seattle, timed 2100,

UTC: Tank barge *New Dawn* is still aground on a soft bottom. At the moment cargo is being lightered and so far 134,000 gallons of gasoline have been removed from the barge.

London, Jul 11 — A press report, dated Jul 10, states: A Tidewater Barge Line official said workers have begun off-loading fuel this morning from the tank barge *New Dawn* (tow of tug *The Chief*). Officials hope it will reduce the draft on the grounded barge, allowing it to float free from where it's stuck on a bar in the Columbia River. "We're following the plan we developed last night," said Tidewater spokeswoman Holly Robinson. Company officials couldn't say how long the pumping would take, only that they would pump slower than usual at first for safety reasons. By mid-day they were transferring fuel from one barge to the other at a top rate of about 75,000 gallons per hour, and the receiving barge was visibly tilting to its stern under the added weight. If and when the barge floats free, workers will stop transferring fuel and the hull will be inspected again. The barge will then continue to its destination to unload the rest of its fuel. So far there have been no reported leaks or spills of fuel, Robinson said.

London, Jul 12 — A press report, dated Jul 11, states: Tank barge *New Dawn* arrived this afternoon at the Port of Pasco, Wash, and is expected to begin offloading its gasoline cargo by 1630 hrs, a Coast Guard official said. The barge is traveling at normal speed today, said Holly Robinson, Tidewater's dispatch and logistics manager. A Coast Guard official inspected the inside barge wall for damage shortly after the grounding was reported Thursday and a second time before the freed barge was cleared yesterday to make its way to Pasco, said Coast Guard Cmdr. Dave McClellan. The Coast Guard will not require the barge to be inspected again in Pasco after it offloads its fuel cargo and is returned to Tidewater's Vancouver headquarters, McClellan said. At Vancouver, "We'll do further inspections," Tidewater's Robinson said. "We don't believe there is any further damage from this incident," she said.

London, Jul 12 — A press report, dated Jul 11, states: Tank barge *New Dawn* docked at the Port of Pasco, Wash, this afternoon. On Monday (Jul 13), a U.S. Coast Guard investigation of the grounding is expected to shift into high gear and determine, perhaps as early as this week, whether the barge and its unidentified towboat captain were within the Columbia River's federally authorized shipping channel when the barge went aground early Thursday. The investigation will look into whether the vessels, four barges including *New Dawn* and tug *The Chief* went out of the shipping channel and if any consequences are warranted, a Coast Guard spokesman said. The U.S. Army Corps of Engineers continued to insist today that the boat captain had steered his vessel between 500 and 1,000 yards south of the federally authorized channel. A spokeswoman for the company that owns the barge, Tidewater Barge Lines of Vancouver, said the Tidewater vessel based its navigation on information supplied by the Coast Guard. Tidewater used its own equipment to offload about half the gasoline to another double-hulled barge. By 1900 hrs the *New Dawn* was freed. The Coast Guard does not

plan to bill Tidewater for the agency's assistance, said Lt. Curtis Durham. The Coast Guard's efforts included on-site inspections of *New Dawn's* internal structures shortly after the incident occurred and again when it was floated and, eventually, cleared to continue to Pasco. In its investigation, the Coast Guard will likely consult with the Corps of Engineers to compare coordinates both agencies use for the shipping channel's location, said corps spokesman Matt Rabe. Rabe discounted the significance of coloured buoys marking the edge of the channel. *New Dawn* appeared to be within the buoys. *New Dawn* arrived in Pasco about 1500 today and began offloading its gasoline shortly afterward. The barge will be inspected again when it returns to its Vancouver headquarters, Tidewater spokeswoman Holly Robinson said.

Seattle, Jul 16 — Tank barge *New Dawn* was successfully moved from the silt bar it was grounded on evening of Jul 11. The Coast Gard confirms no gas was spilled; additionally no damage to the barge was reported. — Lloyd's Agents.

NISOS KALYMNOS (Greece)

Pireaus, Jul 13 — Passenger ro/ro *Nisos Kalymnos* (754 gt, built 1988) struck pier at Astypalaia port during berthing manoeuvres, Jul 11. There was no injury or water pollution. Due to the impact, the vessel sustained a crack about one metre high, on her forepart, approximately 1.30 metres above sea level. After the class inspection, on same day, the vessel sailed for her scheduled voyage. Local Port Authorities are running a preliminary investigation about the incident. — Lloyd's Agents.

NORMAN MCLEOD (Canada)

See *Everlast*.

NYFJELL (Norway)

London, Jul 11 — General cargo *Nyffjell* sailed Bergen Jun 28.

NYK THEMIS (Panama)

London, Jul 13 — A press release from the Maritime and Coastguard Agency, dated today, states: At 0540 this morning Solent Coastguard were alerted to a crane which had collapsed on fully cellular containership *NYK Themis* (76928 gt, built 2008) at Southampton docks. The crane, a twin boom rig with the cab suspended on rails, failed at both uprights and collapsed onto various containers below. The incident occurred at Berth 205. All four emergency services are in attendance. The Coastguard helicopter from Lee on Solent was scrambled to attend to begin searching from the air for any missing people from the crew or dock personnel. The Southampton Coastguard Rescue Team also proceeded to lend assistance and mark out any potential landing site for the helicopter. While the Fire and Rescue Service extricated the man and placed him on a spinal board discussions continued as to the best place to remove the injured man by winch. The helicopter then lifted him from the area within the crash site to the dockside where an ambulance took him to hospital by road. The Health and Safety Executive and the Marine Accident Investigation Branch will be investigating the incident shortly. (Note — *NYK Themis* sailed Hamburg Jul 11 for Southampton.)

NYLAND (Netherlands)

Kiel, Jul 16 — At about midday on Jul 15, a counter weight on the crankshaft broke on board fully cellular containership *Nyland* (2996 gt, built 1995), which is berthed at Bolier, in the second Merwede harbour, in Papendrecht, for the repair of machinery damage. The crankshaft and other parts sustained further damage. — Correspondent.

OCEAN DELTA (Canada)

London, Jul 10 — Tug/icebreaker *Ocean Delta* arrived Quebec 2200, Jul 9.

OCEAN JASPER (Kiribati)

Brest, Jul 10 — General cargo *Ocean Jasper* is still laid up at Brest. — Lloyd's Agents.

ODYSSEY (U.S.A.)

London, Jul 16 — A press report, dated today, states: The Coast Guard says Passenger Vessel (unspecified) *Odyssey* (58 gt, built 1941), carrying 80 passengers, ran aground yesterday evening north of Lopez Island in north-west Washington's San Juan islands. No injuries were reported and damage to the vessel was minimal. Coast Guard Petty Officer Colin White says several other boats took the passengers off the *Odyssey* to transport them to Friday Harbour. *Odyssey* crew members reported the grounding about 1730 yesterday. White says Coast Guardsmen from the patrol boat *Swordfish* responded and determined the *Odyssey* was taking on water at about a gallon per minute but onboard pumps were dealing with the water. White says no pollution was evident. The Coast Guard says the *Odyssey* floated free on the incoming tide about 2030 hrs and headed for Friday Harbour.

London, Jul 16 — Following received from Coastguard Seattle, timed 0507, UTC: Passenger Vessel (unspecified) *Odyssey* refloated on incoming tide about 2030, Jul 15. Vessel now moored Friday Harbour. Divers have checked vessel and no apparent damage.

OMG GATCHINA (Marshall Islands)

Nantes, Jul 16 — General cargo with container capacity *OMG Gatchina* is still arrested by French Authorities at La Rochelle harbour. A legal proceeding was undertaken in the Court of Commerce of La Rochelle against the shipowner OMG for vessel abandonment. Port authorities sent a demand letter to the shipowner in July requesting that the vessel be manned by a new crew as well as the payment of berth fees. OMG has been given three months to comply; otherwise the vessel will be sold in an auction. — Lloyd's Agents.

PACIFIC ADVENTURER (Hong Kong)

London, Jul 11 — A press report, dated today, states: Moreton Bay faces a decade of trauma from the general cargo *Pacific Adventurer* oil spill yet the shipping giant is still arguing over how much compensation it should pay. Green groups across the Sunshine Coast are monitoring the spill's potentially devastating long-term impact on mangroves, waterways and wildlife. The local fishing industry also stands to lose millions of dollars, with more than 30 containers lost by Swire from the *Pacific*

Adventurer. The multinational outfit has refused to salvage the containers despite the Australian Navy pinpointing their whereabouts. Sunshine Coast trawlerman Paul Higginbottom says repeated calls to insurers have been ignored. While the clean-up has cost about \$34 million, plus the thousands of hours given by volunteers, the bill in the years ahead is impossible to calculate. Taxpayers are already up for a further \$2 million in the form of a federal government grant to SEQ Catchments Ltd. Cerran Fawns, of Maroochy Waterwatch, has lodged an application for some of that money to run a co-ordinated monitoring program she believes could last a decade. Queensland Seafood Marketing Association secretary Martin Perkins said the costs included the financial impact on seafood retailers, with one Redcliffe fish shop losing up to 50% of business in the three weeks following the spill. "There was a perception among people that seafood had become contaminated. It hadn't been but there was this perception out there and the seafood shops on the seafront in Redcliffe and Cleveland were most heavily affected," he said. Mr Higginbottom, the Sunshine Coast trawler representative for the Queensland Seafood Industry Association, says local trawler operators are angry the containers have been left where they sank. With a price tag of \$5 million for the salvage operation, trawler operators fear they'll be last in line when it comes to a portion of the \$20 million compensation Swire is believed to be offering. The industry is now concerned they will break up and scatter wider. Swire yesterday remained defiantly opposed to paying for the entire clean-up but agreed taxpayers should not have to foot the bill either. Premier Anna Bligh's office confirmed she will meet Swire representatives on Jul 22 to discuss the impasse. A Swire Shipping spokesman said the meeting was aimed at finding an "equitable solution" but reiterated the company's opposition to paying the full amount and even highlighted its poor financial position. Swire agreed with Ms Bligh that taxpayers should not have to pay for the clean-up.

PARI (France)

London, Jul 9 — A press report, dated today, states: As the dock in Villefranche was already booked and had prior commitments yacht *Pari* was stationed there for an interim period preparing it for a journey to the Amico yard Genoa, today.

PAVEL (Moldova)

London, Jul 10 — General cargo *Pavel*, Piraeus for Tuzla, passed Dardanelles eastwards at 2045, Jul 8.

PEIXMAR TREINTA Y UNO (Spain)

Portsmouth, UK, Jul 10 — The 16 crew members of fishing (general) *Peixmar Treinta Y Uno* (314 gt, built 2006) were rescued yesterday morning, after the vessel caught fire 12 nautical miles south off Nouakchott. The crew who were rescued by sister vessel *Peixmar 21* are in good health. The hospital ship *Esperanza Del Mar* arrived on scene at 1900, UTC. — Correspondent.

PELJESAC (Marshall Islands)

London, Jul 15 — Bulk carrier *Peljesac* (40260 gt, built 1983) struck a shore crane at Sorel at 1534, EDST, Jul 14, while berthing at Section 20/21.

Montreal, Jul 15 — Bulk carrier *Peljesac* only sustained minor damage to the port side wing area. Minor damage was also reported to the shore crane. — Lloyd's Agents.

London, Jul 16 — According to Lloyd's MIU AIS, bulk carrier *Peljesac* stationary at Sorel at 0329, UTC, Jul 16.

PETERSBURG (Antigua & Barbuda)

Riga, Jul 10 — General cargo *Petersburg* sailed Jul 9 for Klaipeda after successful sea trials. — Lloyd's Agents.

PUDU (Liberia)

Istanbul, Jul 11 — Bulk carrier *Pudu* (21399 gt, built 1989) had engine failure at 2000 today at Kepez area during Canakkale strait passage bound north. Coastal safety tug and strait pilot attended incident area. Subsequently, vessel dropped anchor at Karanlik Liman anchorage under supervision of the pilot in order to repair engine failure. The engine repair still being effected by the crew. Upon completion of further repairs, state surveyors will attend on board in order to verify final repair status of the vessel. In the meantime, vessel also fined by Strait Authority due to breach "Safe Strait Passage Regulation." Upon completion of formalities, together with payment of the fine, vessel will resume to strait passage under supervision of Strait Pilot. — Correspondent. (Note — According to Lloyd's MIU AIS, *Pudu* stationary in lat 40 01 58N, long 26 18 30E, Kepez 5.9 nautical miles at 2153, Jul 11.)

London, Jul 14 — Bulk carrier *Pudu* passed Istanbul eastwards 1230, Jul 13, bound Varna.

RED JET 4 (U.K.)

London, Jul 12 — A press report, dated Jul 8, states: The high-speed ferry service between Southampton and Cowes has resumed normal service tonight. Delays had been caused this morning after an engine overheated on ferry *Red Jet 4* (342 gt, built 2003) service, which resulted in the half-hour service running once an hour.

RENATE SCHULTE (Germany)

London, Jul 10 — Fully cellular containership *Renate Schulte*, Casablanca for Tuzla, passed Dardanelles eastwards 1615, Jul 8.

RIO HUELVA UNO (Spain)

Portsmouth, UK, Jul 10 — According to Senegal sources fishing (general) *Peixmar Treinta* sank after colliding with fishing (general) *Rio Huelva Uno* (218 gt, built 2000) which is now in Dakar helping the Senegal authorities to determine if there was a guilty party in the collision. — Correspondent.

SAGA SPRAY (Hong Kong)

Portsmouth, UK, Jul 16 — Bulk carrier *Saga Spray* (29381 gt, built 1994) was assisted by tug *Multraug 9* at Scaldiahaven, yesterday, due a considerably damaged bulb. — Correspondent. (Note — *Saga Spray* arrived Flushing at 2055, Jul 13 and sailed at 1750, Jul 15.)

SAGUENAY (Canada)

London, Jul 13 — Bulk carrier *Saguenay* (22734 gt, built 1981), bound Hamilton,

ON, struck the vessel arrestor in the St. Lambert lock, Montreal, at 2200, EDST, Jul 9, due to a main engine control failure.

Montreal, Jul 13 — Bulk carrier *Saguenay* sustained light scrape marks to its bow. The vessel was scheduled to depart St. Lambert Lock at 1430, Jul 10, for Hamilton. — Lloyd's Agents.

London, Jul 14 — Bulk carrier *Saguenay* arrived Hamilton(CAN) at 1940, Jul 12.

SAN PADRE PIO 2 (Philippines)

Manila, Jul 15 — Officials of Colorado Shipyard, in Cebu province, report that general cargo *San Padre Pio 2* was undocked from berth on Jul 14 following completion of steel works and hull sandblasting. The vessel is now docked at the Colorado Shipyard wharf. — Correspondent.

SAO JACINTO (U.S.A.)

London, Jul 15 — Following received from Coast Guard Boston, timed 1430, UTC: Fishing (general) *Sao Jacinto* (87 gt, built 1977), with 1,800 gallons of diesel on board, grounded in Newport, RI, area, in lat 41 26.8N, long 71 21.3W, at 0149, local time, today. Vessel remains aground at present but it is hoped it will refloat at high tide, which is due at 1300, local time. There has been some diesel sheen reported about a quarter of a mile in length with a width of 50-100 yards. Coast Guard assets have been deployed.

Boston, Jul 15 — A United States Coastguard Boston press release, dated today, states: The Coast Guard rescued four people from a New Bedford-based fishing (general) *Sao Jacinto*, that ran aground on Brenton Reef, near Castle Hill, R.I., today. The 66-foot trawler notified Coast Guard Station Castle Hill via radio that they had run aground with four people on board at 0050. Station Castle Hill launched their 25-foot response boat that arrived on scene at 0124. After arriving on scene the station boat crew worked with commercial salvage to take the four people back to the station where they are safe. An Air Station Cape Cod Falcon jet over flew the scene this morning and confirmed the presence of an oil sheen in the water near the vessel, though the size and source is still being evaluated. A Coast Guard Sector Southeastern New England response team is on scene and the investigation is on going. On scene weather is one-to-two-foot seas, 10-knot winds, with 10 miles visibility. "We are going to determine the source of the oil sheen and minimize impact to the environment," said Petty Officer 2nd Class Chris S. Shore at Station Castle Hill. "We are glad the fishermen are safe, and we will continue to work with all stakeholders to get the boat free and respond to any pollution that may exist." — Lloyd's Agents.

London, Jul 16 — A press report, dated Jul 15, states: Fishing (general) *Sao Jacinto* ran aground off Brenton Reef early Tuesday (Jul 14) morning has been towed back to its home port by United States Coast Guard crews out of Station Menemsha, Martha's Vineyard. *Sao Jacinto* ran aground about 1250, Tuesday. Coast guard crews working with a salvor hired by the vessel's owner finally managed to pull the boat off the rocks at about 1430 hrs. By then, the four people on board had been rescued by a Coast Guard response boat. All four were tested for alcohol, and the results were

negative. Coast Guard officials have ordered drug tests for the men, and the results are pending. The grounding caused environmental concerns when a sheen of oil was spotted around the stricken ship later Tuesday morning. But it later evaporated, and divers determined the small amount of oil was leaking from the trawler's fuel fill pipe. The pipe was plugged and there was no further leakage. The boat sustained only minor damage. "Divers and Coast Guard responders discovered a one-inch hole in the hull that did not involve the fuel tanks; that hole was quickly secured," said Officer Bisnette.

London, Jul 16 — A press report, dated Jul 15, states: Karen Maria Trawling Company, contracted with a commercial salvage tug, freed fishing (general) *Sao Jacinto* from the rocks. Station Castle Hill personnel screened the crew for alcohol and the results were negative. The Coast Guard has also ordered that the fishermen receive drug tests, the results of which are still pending. Owners contracted with local divers who surveyed the hull and no major damage was discovered.

SATTHA

London, Jul 10 — A press report, dated today, states: An investigation has commenced into forty-metre ex-coastal freighter *Sattha* which ran aground near the Torres Strait on Saturday night (Jul 4) and is now anchored at Horn Island. Neither Maritime Safety Queensland nor the Great Barrier Reef Marine Park Authority were prepared to give details of the investigation into the grounding at Inset Reef. The vessel left Cairns bound for Papua New Guinea late last week, but ran aground on Inset Reef, near Piper Reef, about 600km north of Cairns, Saturday afternoon. The vessel's crew of three managed to free it from the reef at high tide on Sunday (Jul 5), but it is now anchored at Horn Island. A GBRMPA spokeswoman confirmed the agency was looking at possible damage caused to Inset Reef by the grounding. "The Great Barrier Reef Marine Park Authority is investigating the circumstances surrounding a vessel grounding incident that occurred at Inset Reef, near Piper Reef, on Saturday evening," she said. "The vessel involved, *Sattha*, is a small ex-coastal freighter and is no longer grounded or in the Great Barrier Reef World Heritage Area." The Great Barrier Reef Marine Park Authority is concerned about potential damage to the reef and will be conducting an assessment of the reef. Maritime Safety Queensland is conducting an investigation but is unable to comment further until it is concluded. Police have also been involved with the vessel since the grounding. However, they have now stopped their investigation. The Australian Maritime Safety Authority sent tug/supply *Pacific Responder* to the scene of the grounding on Saturday afternoon, but *Sattha* was gone by the time it arrived. An AMSA spokeswoman said. "One of our aircraft made contact with the ship and ascertained everyone on board was OK. But our concern was pollution."

SCAN MASTER (Norway)

London, Jul 16 — Reported that product tanker *Scan Master* is still at Tromso awaiting a decision regarding repairs. Repairs may be done at Tromso or the vessel may be towed to another repair yard. — Lloyd's Agents.

SEA (Cambodia)

Durban, Jul 13 — Local agent of general cargo *Sea* informs vessel has been repaired and sailed Durban Jul 9 for China. — Lloyd's Agents.

SEA RUNNER (Greece)

Piraeus, Jul 15 — During the evening hours of Jul 14 the Master of passenger ro/ro *Sea Runner* (3003 gt, built 1990) advised the Port Authority of Rethymnos that during the voyage from Thira, Santorini to the Port of Rethymnos, carrying 572 passengers, the vessel sustained a malfunction in the control alarms of the port main engine. The vessel berthed at the port of Iraklion for safety reasons and her sailing is forbidden until the damage is repaired and a relative seaworthiness certificate is issued by Class. The vessel was due to carry out the scheduled voyage at 1015 today from Iraklion to Thira, then Mykonos, however, this voyage was not carried out. — Lloyd's Agents.

SEMA ANA (Panama)

Istanbul, Jul 9 — General cargo *Sema Ana* (10230 gt, built 1978) had engine failure at 1415, local time, today at Cape Akbas area during Canakkale Strait passage and started drift to shore. Safety tug and strait pilot attended incident area and vessel dropped anchor Karanlık Liman anchorage under supervision of the pilot. Engine repair still being done by the crew. Upon completion of further repairs, state surveyors will attend on board in order to verify final repair status of the vessel. Fine imposed by Strait Authority due to breach Strait Safe Passage regulation. Upon completion of formalities and payment of the fine, vessel will resume to strait passage under supervision of Strait Pilot. — Correspondent.

London, Jul 9 — According to Lloyd's MIU AIS general cargo *Sema Ana* was at anchor in lat 40 02 51N, long 26 18 46E, at 2016, UTC, today.

London, Jul 10 — General cargo *Sema Ana* completed all formalities and sailed 1505, local time, today. (Note — According to Lloyd's MIU AIS *Sema Ana* was in lat 40 02 46N, long 26 16 38E, at 1211, UTC, today, course 360 degrees, speed 10.6 knots, bound Durres.)

SIAM OPAL (Bahamas)

London, Jul 11 — The National Cereals and Produce Board (NCPB) has made a claim of Sh400 million against bulk carrier *Siam Opal* it had contracted to import maize into the country. High Court Judge Festus Azangalala issued a warrant of arrest against the vessel following a claim by NCPB that 14,000 out of a shipment of 29,000 metric tonnes of white maize it was to import into the country were damaged while being transported. The ship carrying the shipment departed from the USA on Feb 27, developed an engine problem, and started to drift in the open sea on April 21. The ship's crew realised there was substantial damage to the maize on Jun 11. The NCPB is demanding compensation from the ship owner because the vessel took more than four months to get to Mombasa on account of experiencing serious mechanical problems. The ship had to be repaired in Maputo, Mozambique, before embarking on the final leg of its journey to Mombasa. Before it docked at the port three

weeks ago, a total engine failure led it to drift away from the port towards the north coast, causing additional delay. The ship owners have the option of going to court to challenge the Kenya Bureau of Standards (KEBS) decision to declare the maize unfit for human consumption. The 15,000 tonnes of damaged maize were part of the last consignment of maize imported this year to address the famine situation.

SICHEM PEACE (Singapore)

See "Nigeria" under "Piracy."

SIEGFRIED LEHMANN (Myanmar)

London, Jul 11 — General cargo *Siegfried Lehmann*, Landskrona for Hamburg, passed Brunsbuttel Jul 9.

SIREN (U.S.A.)

London, Jul 12 — A press report, dated today, states: The U.S. Coast Guard says 58-foot fishing (general) *Siren* (40 gt, built 1919), grounded on Wrangell Harbor, early yesterday with 1,000 gallons of diesel fuel on board. The Coast Guard says crew member reported the grounding by radio, then safely disembarked from the vessel in a small motor boat and reached the shore. The Coast Guard says it responded to the grounding at about 0110 hrs. A boom was placed around *Siren* by the Southeast Alaska Petroleum Resource Organisation in Wrangell.

London, Jul 12 — Following received from Coast Guard Juneau, timed 1430, UTC, today: Fishing (general) *Siren*, VIN 218043, is still aground.

London, Jul 15 — Following received from Coast Guard Juneau, timed 1649, UTC: Understand fishing (general) *Siren* was refloated on Jul 13.

Anchorage, Jul 15 — Fishing (general) *Siren* struck the breakwater at Wrangell at eight knots. The vessel fetched up on the breakwater, and two lines were made fast. The lines broke, presumably with the tide, and the vessel rolled and sank in the harbour. Booms were deployed, but no appreciable pollution was reported. Divers responded and placed a temporary plywood patch over what is reported to be a four-foot-by-eight-foot hole. The vessel was hauled out on the travel lift on Jul 13 and placed on blocks, where it remains. Surveyors for the underwriters are expected to arrive today. — Lloyd's Agents.

SKO (Philippines)

Manila, Jul 15 — The Philippine-flagged cargo vessel *Sko* is now docked at the pier of the Cagayan de Oro port in southern Philippines after it was refloated and towed away from its grounded position near Macabalan town in Cagayan de Oro city. — Correspondent.

SNAEFELL (U.K.)

London, Jul 11 — Passenger ro/ro *Snaefell* (3003 gt, built 1991) appeared to sustain engine problems on the afternoon of Jul 1. Her afternoon sailing from Douglas did not arrive at Liverpool until around 1900 hrs and she spent some time running at 22 knots. However, she appeared to be back up to speed on her return sailing from Dublin on Jul 3.

SOUTHERN PASIFIKA (Cyprus)

Noumea, Jul 15 — Fully cellular containership *Southern Pasifika* is still

under seizure with, according to agent, no immediate prospects of release. — Lloyd's Agents.

SPEED CAT 1 (Greece)

Piraeus, Jul 15 — Ferry *Speed Cat 1* (430 gt, built 1989) sustained a mechanical failure at Volos on Jul 14. There was no injury or water pollution. After repairs and class inspection, the vessel sailed on the same day. — Lloyd's Agents.

SPIRIT OF ADVENTURE (Bahamas)

Sandnes, Jul 12 — Passenger (cruise) *Spirit of Adventure* (9570 gt, built 1980), when cruising in the Geirangerfjord, started leaking diesel oil, early today. According to port authorities, they have control of the pollution so far. — Correspondent.

London, Jul 12 — A press report, dated today, states: Norwegian police say a large amount of oil has leaked from passenger (cruise) *Spirit of Adventure* in the UNESCO World Heritage-listed Geiranger fjord. Police spokesman Magne Toennoey says authorities have managed to contain the oil in one spot to prevent it from spreading and will try to pump it out of the water. He couldn't say exactly how much oil was in the water but said it was "a large amount clearly visible from land." Toennoey said the oil leaked from the Bahamas-registered cruise ship vessel today and that police will investigate the cause of the leak.

London, Jul 14 — Passenger (cruise) *Spirit of Adventure* arrived Stavanger today from Tromso and sailed for Dover.

London, Jul 15 — A press report, dated today, states: As a result of quick reaction from the proper authorities, the oil spill from passenger (cruise) *Spirit of Adventure* in the scenic Geiranger Fjord on Sunday (Jul 12), caused only minor damage. Only a small amount of oil reached the shore. Oil booms and oil protection vessels were used to contain the spill, and the small amount of oil that reached the shore has now been cleaned up. Environmental organisations Bellona and WWF have called for stricter control with the cruise traffic along the Norwegian coast.

STOLT PETREL (U.K.)

London, Jul 14 — Following received from the Marine Accident Investigation Branch: Chemical tanker *Stolt Petrel* (3206 gt, built 1992) made contact with a dock gate at Antwerp, Jul 4. (According to Lloyd's MIU AIS, *Stolt Petrel* remains in port at Antwerp.)

Zeebrugge, Jul 15 — Chemical tanker *Stolt Petrel*, which has had several repairs already, remains at berth 223, Antwerp. — Lloyd's Sub-agents.

SULU WIND (Liberia)

Chittagong, Jul 16 — Combined chemical and oil tanker *Sulu Wind* (10949 gt, built 1989) was in collision with combined chemical and oil tanker *Chang An 1* (7384 gt, built 2008) at Chittagong outer anchorage on Jun 30. *Sulu Wind* is presently lying at CUFL jetty under attachment. *Chang An 1* is presently lying at Chittagong outer anchorage awaiting for necessary repair works. In fact Chittagong Port Berthing sheet, issued today, also mentions that she is also under attachment. — Lloyd's Agents.

SUN RAYS (Georgia)

Piraeus, Jul 14 — General cargo *Sun Rays* commenced repairs at the beginning of June. It is unknown when repairs will be completed. The vessel is no longer under arrest. — Lloyd's Agents. (See issue of May 28.)

SUNDSTRAUM (Norway (Int. Register))

Copenhagen, Jul 15 — Following the collision with combined chemical and oil tanker *Sundstrøm*, general cargo *Kapitan Lus* is still in port at Copenhagen and due to unloading of aluminum bars it is estimated that the vessel will stay in port until mid next week. Repairs cannot be initiated until then. Moreover, the damage is of considerable scope. The vessel will likely be temporarily repaired, estimated to take one week and thereafter sail to complete repairs in one of the three Baltic states. Estimated repair time is one month. — Lloyd's Agents.

SUPERFERRY 5 (Philippines)

London, Jul 10 — A press report, dated today, states: The Philippine Ports Authority (PPA) and Aboitiz Shipping are presently conducting an investigation to determine the extent of the damage after passenger ro/ro *Superferry 5* (11638 gt, built 1973) rammed into Pier 1 of Dumaguete City Port Wednesday (Jul 8) night. Initial investigation showed that the vessel, loaded with cargo and passengers bound for Dumaguete, accidentally hit Pier 1 while manoeuvring to dock, apparently due to mechanical trouble. PPA port services division manager Engr. Raul Mecerido said his office is conducting further investigations to determine the actual extent of damage including an underdeck survey. The passenger vessel sustained a considerable damage in its bow which pierced through the pier. Ocular inspections showed that at least five pilots were damaged and the overhang of the pier's beams had collapsed due to the impact. Mecerido said he could not yet determine the exact amount of the damage but believes it will run to millions of pesos. An underdeck survey is necessary to determine if there are cracks in the pier's columns, which will affect its worthiness. According to the ship's chief mate, the machine developed mechanical trouble as soon as the master ordered a full astern to counter the forward motion of the vessel. If not for the bow thruster, which was working full blast, the ship would have been in a head-on collision that would have caused complete destruction of the pier. Passengers say the ship's docking manoeuvre was so strong that when the command for a full astern was issued, it was already too late. According to Mecerido, the shipping company had two options, one of which was for PPA to undertake the rehabilitation and for Aboitiz to shoulder the expenses since they have the technical know-how. The port services division said it will take three to four days to repair the damaged bow of the ship.

Manila, Jul 11 — Passenger ro/ro *Superferry 5* sustained a two by two foot hole above the waterline, in the forward section after it rammed the pier at Dumaguete City port on Jul 8, the Philippine Coast Guard said. The vessel is still docked alongside the pier while the hole in its hull is being patched. In its

marine protest submitted to the Philippine Coast Guard, the master of the *Superferry 5* said that the vessel's engines failed to immediately respond when strong currents carried the vessel forward towards the pier. Consequently, the vessel rammed the pier head-on. The pier is reported to have sustained considerable damage. — Correspondent.

Manila, Jul 13 — The Philippine Coast Guard reported that passenger ro/ro *Superferry 5* left the Port of Dumaguete on Jul 12 bound for Bacolod Port, in central Philippines. The vessel left the port following the completion of repairs to its punctured bow and the lifting of its suspension by the state-Maritime Industry Authority (MARINA). — Correspondent.

SUZY (Comoros)

Alexandria, Jul 11 — General cargo *Suzy* is still at Port Said. — Lloyd's Agents.

SVIR (Russia)

Istanbul, Jul 10 — During discharge operation at Antalya on Jul 8, dirty ballast water discharges were noted from general cargo *Svir* (2794 gt, built 1980) to sea by the Antalya Municipality Environmental inspection team. Samples were collected from both sea surface and vessel discharge point. Subsequently, further analysis was carried out at the Municipality laboratory. The vessel was fined 35,154 Turkish Lira (US\$23,150) due to breach of local anti-pollution regulation and departure permission was cancelled by the Harbourmaster until payment. The payment was effected by the agent and *Svir* sailed from Antalya on Jul 9 bound for Russia. — Correspondent.

SYN MIZAR (Malta)

Piraeus, Jul 13 — Liquid Petroleum Gas Carrier *Syn Mizar* completed repairs on Jul 3 and after class inspection, sailed for Libya on Jul 5. — Lloyd's Agents.

THASSOS VII (Greece)

Piraeus, Jul 14 — Passenger (cruise) *Thassos VII* effected repairs and after class inspection, sailed for her scheduled voyage to Keramoti port, Jul 3. — Lloyd's Agents.

THE CHIEF (U.S.A.)

See *New Dawn*.

THEOTOKOS (Dominica)

London, Jul 16 — A press report, dated Jul 15, states: A Greek citizen, Panagiotis Lekkas, the captain of bulk carrier with container capacity *Theotokos* (40260 gt, built 1984), pleaded guilty today to four felony counts in federal court in New Orleans for violating anti-pollution laws, ship safety laws and obstructing a US Coast Guard investigation, the Justice Department announced today. Additionally, a Philippine citizen, Charles P. Posas, the second highest officer on board the *Theotokos*, pleaded guilty to two felony counts of lying to the Coast Guard and violating recordkeeping laws aimed at reducing the risk of marine invasive species. Posas is the first individual ever charged under the anti-invasive species law, a law designed to mitigate the introduction of marine invasive species into waters of the United States. Aquatic nuisance species are non-indigenous species that threaten the diversity or abundance of native species or

the ecological stability of infested waters. Lekkas, who was the highest ranking officer on board the ship, pleaded guilty to one count of violating the Act to Prevent Pollution from Ships, one count of obstruction of justice and two counts of violating the Ports and Waterways Safety Act. Posas, who served as the vessel's chief officer, pleaded guilty to one count of false statement and one count of violating the Nonindigenous Aquatic Nuisance and Prevention Control Act. The vessel is owned by Liberia-based Mirage Navigation Corporation and is managed by Polembros Shipping Limited. Sentencing for both individual defendants is set for Oct 14, 2009. The Coast Guard's investigation revealed that Lekkas, as the ship's master, was in charge of the vessel's operation and was responsible for both the deck department and the engineering department. Chief Officer Posas had direct authority over the deck department, which oversees ship navigation, cargo loading and ballasting. As such, the defendants monitored the ship's ballast water system and directed the crew to take soundings of the ballast tanks to determine the volume of liquid in particular tanks. Ballast tanks are segregated tanks designed exclusively to hold water and are used to control a ship's stability and trim. In the summer of 2008, during a passage from the Suez Canal to China, Lekkas and Posas suspected that the aftpeak ballast tank was leaking, but the crew was unable to confirm a leak during an inspection. Later, while at a dock, offloading cargo in China, Lekkas and Posas observed an approximately 24-inch crack in the ship's rudder stem. It was evident that water had passed through the crack because water was streaming out of it from inside of the ship. Lekkas reported the crack to company personnel, but failed to write a written report. Lekkas did not report it to the Coast Guard until he was confronted by Coast Guard inspectors in New Orleans. In court documents, Lekkas admitted that he knew the crack could have adversely affected the safety and safe handling and operation of the vessel. No repairs were undertaken on the rudder stem crack until the Coast Guard ordered it repaired upon its discovery. The Coast Guard's investigation revealed that Lekkas, as the ship's master, was in charge of the vessel's operation and was responsible for both the deck department and the engineering department. Chief Officer Posas had direct authority over the deck department, which oversees ship navigation, cargo loading and ballasting. As such, the defendants monitored the ship's ballast water system and directed the crew to take soundings of the ballast tanks to determine the volume of liquid in particular tanks. Ballast tanks are segregated tanks designed exclusively to hold water and are used to control a ship's stability and trim. A properly functioning ballast system is essential to safe vessel operation. In the summer of 2008, during a passage from the Suez Canal to China, Lekkas and Posas suspected that the aftpeak ballast tank was leaking, but the crew was unable to confirm a leak during an inspection. Later, while at a dock, offloading cargo in China, Lekkas and Posas observed an approximately 24-inch crack in the ship's rudder stem. It was evident that water had passed through the crack because water was streaming out of it

from inside of the ship. Lekkas reported the crack to company personnel, but failed to write a written report. Lekkas did not report it to the Coast Guard until he was confronted by Coast Guard inspectors in New Orleans. In court documents, Lekkas admitted that he knew the crack could have adversely affected the safety and safe handling and operation of the vessel. No repairs were undertaken on the rudder stem crack until the Coast Guard ordered it repaired upon its discovery. When the vessel was about two days out from arriving in New Orleans, in late September 2008, it was clear that oil was continuing to leak into the forepeak tank. Prior to entering the Mississippi River and about a day out from New Orleans, Lekkas ordered two fitters to fabricate and install an obstruction device onto the forepeak tank's sounding tube so that during Coast Guard inspections, when taking a sounding, the results would only reveal water and not the presence of oil in the tank. The obstruction device consisted of a rubber hose with a metal stopper at the bottom end. Before being affixed to the sounding tube, the rubber hose was partially filled with water. On Oct 1, 2008, the Coast Guard boarded the *Theotokos* near New Orleans in order to inspect the ship. During the inspection, the Coast Guard oversaw the sounding of the forepeak tank which indicated the presence of water in the tank but did not reveal the oil. Later, as part of the inspection, the Coast Guard had the crew open the hatch to the forepeak tank which revealed approximately one metre of oil in the tank. During the initial inspection, confined spaces safety regulations prevented the Coast Guard inspectors from retrieving the obstruction device. Although the inspection lasted another two days, Lekkas ordered the fitters to remove the rubber hose from the tank and restore the sounding tube to its original condition. The removal occurred before the Coast Guard had an opportunity to enter the tank. In addition to the obstruction regarding the sounding pipe, Lekkas admitted in court documents that he knew about the fuel leak into the forepeak tank well before coming to New Orleans and that he chose not to report the leaks to the Coast Guard. Lekkas further admitted that the fuel migration may have adversely affected the safety of the *Theotokos* or the environmental quality of US ports and shores because the oil contamination in the ballast system meant that captain could not have utilized the ballast system, with its attendant direct overboard discharges, without polluting the marine environment.

TORM MARGIT (Norway (Int. Register))

London, Jul 11 — Product tanker *Torm Margit* (61724 gt, built 2007), Donges for Novorossiysk, reported engine trouble at Nara Point, Canakkale, at 1515 local time, today. She is going to drop anchor at the Uzunburun Point with tug assistance, for repairs to her engine and departure formalities.

Istanbul, Jul 12 — Product tanker *Torm Margit*, experienced engine failure in the Canakkale Strait, Jul 11. Repairs were carried out by the crew late evening, same day. State Surveyors attended onboard this morning in order to verify latest repair status and sea worthiness condition. Upon completion of formalities, she heaved up

anchor and resumed strait passage at 1345, local time, today, under the supervision of Strait Pilot. — Correspondent.

TOSA (Panama)

London, Jul 9 — Taiwan authorities have come under attack from representatives of the shipping industry after holding seafarers without charge for three months. Three crew members of crude oil tanker *Tosa* have been forbidden from leaving Taiwan since Apr 18, despite no charges having been brought against them. The crew members are under investigation for failing to come to the aid of capsized fishing (general) *Hsin Tung Chung No.86* on which two men died after a close-quarters incident with the VLCC, owned by Nippon Yusen Kaisha of Japan. The ship is managed by NYK Shipmanagement. Following the capsizing of the fishing vessel, *Tosa* was escorted to the port of Hualien on Apr 18 by Taiwan coast guard escort where the watchkeepers, the second officer and a member of the crew as well as the ship's master, Glen Patrick Aroza, were taken ashore. They have been forbidden to leave Taiwan. The second officer is being held in detention while prosecutors continue protracted investigations. Managing director of Singapore-based NYK Shipmanagement, Hemant Pathania said: "Though it is evident that *Tosa* did not make contact with the fishing vessel, the second officer and crew member are being investigated for desertion. "The master is being investigated on a lesser charge of involuntary manslaughter." Detention orders were issued for the second officer and crew member. While the crew member was released on bail of around \$15,000, the second officer has been denied bail and is not allowed to leave the detention centre. A spokesperson for Taiwan's Maritime Patrol Directorate General said: "There was a collision between *Tosa* and *Hsin Tung Chung No.86*. More seriously, the vessel attempted to flee the scene." The spokesperson declined to comment on any actions taken prior to the crew members' detention, saying only that the matter had been passed to prosecutors. The master and the crew member have currently been put up in a guest house and are free to move around as well as meet with anyone. They are, however, not allowed to leave Hualien. A letter of undertaking was issued by the vessel's P&I Club Britannia and the ship has since been released. Mr Pathania said: "We are deeply concerned that the investigation is still incomplete despite the fact that the crew have been held in the country for close to three months." He added that the crew were well, including the second officer, who continued to be held in solitary confinement. Mr Pathania said he did not understand why the prosecutors had extended the detention of the second officer, and thereby the investigation, by a further two months when all information and data, and the crew members themselves, had been available to them for almost three months. Hong Kong Shipowners' Association managing director Arthur Bowring lashed out at the continuing trend of countries treating seafarers with little regard for their basic human rights. "After three months, these seafarers continue to remain in detention in Taiwan, despite no apparent evidence either from *Tosa* or from the salvaged trawler, that a

collision had taken place," he said. The HKSOA has called on Taiwan to either show that it has sufficient evidence and jurisdiction to prosecute the seafarers or to arrange their immediate release from Taiwan.

TRANS AGILA (Antigua & Barbuda)

London, Jul 12 — Following received from Coastguard Humber MRSC, timed 1210, UTC: General cargo *Trans Agila* (2997 gt, built 1995) ran aground on the upper Ouse in lat 53 54.2N, long 01 15W at 1100, UTC, today. No damage or pollution. It is anticipated the vessel will refloat on this afternoon's high tide.

London, Jul 13 — Following received from Coastguard Humber MRSC, timed 0450, UTC: General cargo *Trans Agila* refloated about 2305 yesterday and docked at Goole.

London, Jul 14 — According to Lloyd's MIU AIS general cargo *Trans Agila* was located 3.2 nautical miles from Grimsby, in lat 53 37 04.2N, long 00 06 34.8W, at 0057, UTC, today, course 117 deg, speed 17.2 knots, bound Ahus.

London, Jul 15 — General cargo *Trans Agila* sailed Goole 2253, UTC, Jul 13 for Ahus.

TSARINA (St. Vincent & Grenadines)

Istanbul, Jul 15 — General cargo *Tsarina* remains at anchor in Ahirkapi/Istanbul anchorage area. Reportedly the vessel is arrested and there is no estimated date of release. — Lloyd's Agents.

TYOPLY (Russia)

Moscow, Jul 15 — Fishing (general) *Tyoply* (172 gt, built 1973) had an engine-room fire while in dry dock at Petropavlovsk-Kamchatskiy Shiprepair Yard, today. The fire started during painting works and was extinguished with the help of a fire team. No injuries reported. — Correspondent.

UBC SALVADOR (Cyprus)

Santos, Jul 10 — Bulk carrier *UBC Salvador* is presently berthed at Paranagua port discharging fertilisers. Understand the Port State Control surveyor will go on board the vessel today and that the repairs to the main engine will be carried out here. — Lloyd's Agents.

VALENTIN TSVETKOV (Russia)

See under "Pollution".

VOLGONEFT 151 (Russia)

St. Petersburg, Jul 13 — Product tanker *Volgoneft 151* remains at Nevsky Ship Repair Facility. — Lloyd's Agents.

WEIHAI 5 (Singapore)

See "Singapore Straits" under "Piracy".

YAWATA MARU NO.8 (Japan)

Yokohama, Jul 15 — General cargo *Yawata Maru No.8*, collision with general cargo *Thailine 2* 10 km north of Izu Oshima, Tokyo, 2300, Jul 7. Bow of *Thailine 2* damaged, causing water ingress. Towed to Tateyama, Chiba. *Yawata Maru No.8* arrived Shimoda port, Shizuoka, under own power. — Lloyd's Agents. (Note — According to Lloyd's MIU AIS, *Thailine 2* still at Tateyama at 0512, UTC, Jul 15.)

YM INCEPTION (Liberia)

Alexandria, Jul 16 — Fully cellular containership *YM Inception* (16488 gt, built 2006) made contact with a quay while berthing at East Port Said port (Suez Canal Container Terminal) at around 1700, local time, Jul 14. The vessel sustained major damages to its hull resulting in the release of oil from oil tanks and polluting the surrounding sea. The quay sustained minor cracks. The vessel is now under arrest. — Lloyd's Agents. (Note — *YM Inception* sailed Ashdod Jul 12.)

YUNG CHANG

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



NIGERIA

London, Jul 10 — EMS Ship Management, which had six crew members kidnapped from their managed product tanker *Sichem Peace* on July 4, off Port Koko, Nigeria, report that further contact has been made with the seafarers who are being held hostage in the Niger Delta. They report that they are well and being well treated. EMS Ship Management and their professional advisors are working closely with the appropriate governments and government agencies to secure their swift release. The vessel is being moved to a safe location and will resume commercial operation as soon as possible.

SINGAPORE STRAITS

London, Jul 13 — Tug *Weihai 5* (106 gt, built 1995) towing pontoon *Jovan I* (1878 gt, built 2007), loaded with granite, Lumut for Singapore, was boarded by five robbers in lat 01 08.29N, long 103 46.8E at 0225, local time, Jul 12. After boarding the tug, the robbers stole mobile phones, money and other valuables from the crew. They also damage communication equipment on board *Weihai 5* before fleeing. Crew were not harmed.

Manila, Jul 13 — The Singapore-based ReCAAP (Regional Cooperation Agreement on Combating Piracy and Armed Robbery) reported today that the Singapore-registered tug *Kenryo* (334 gt, built 2008), towing barge *Al Jaber 35*, was attacked by pirates east of Raffles Lighthouse in the Singapore Straits at about 0200 on Sunday (Jul 12). The ReCAAP reported that the *Kenryo* and the *Al Jaber 35*, carrying a load of oil rig equipment, was under way to Singapore from Batu Ampar, Indonesia, when a speed boat chased and pulled alongside the tug. Four pirates from the speedboat, wearing masks and armed with parangs, boarded the *Kenryo* and robbed the crew of money, mobile phones and other valuables. They also wrecked the *Kenryo's* communication equipment before fleeing in the speed boat. The pirates, however, did not harm the 12-man Indonesian crew. The master of the *Kenryo* then requested assistance by mobile phone from a Singapore-registered tug boat which was in the vicinity. The Singapore-registered tug boat then reported the attack to Singapore VTIS through VHF. Singapore

Port Operations Control Centre initiated a NAVTEX broadcast warning to mariners and notified the Singapore Police and Coast Guard. — Correspondent.

SOMALIA

London, Jul 10 — A Turkish Navy frigate is shadowing bulk carrier *Horizon 1*, after the vessel was hijacked by Somali pirates on Wednesday (Jul 8) in the Gulf of Aden. Frigate *Gediz* has reported at least four pirates on the deck of *Horizon 1*. The vessel, with 23 crew, was seized while sailing in the international recommended transit corridor, while carrying a cargo of sulphate. A Horizon Shipping executive said that the company was discussing with its lawyers whether to publicly comment on the hijacking of the vessel, which was bound for Saudi Arabia. Nato spokesman Chris Davies said the hijacking of the vessel in the transit corridor was "not good news because that is where the ships are meant to be safer." *Gediz*, which is armed with guns, missiles, torpedoes and a Seahawk attack helicopter, was diverted to assist *Horizon 1* while on escort duty in the Gulf. East African Seafarers' Assistance Program co-ordinator Andrew Mwangura said it was unusual that pirates attacked in the Gulf of Aden at this time of year because of strong swells caused by the southwest monsoon. He said: "In this season, it is hard to take ships because monsoon winds make the seas rough. No one expected attacks."

London, Jul 11 — A press report, dated today, states: Somali pirates have hijacked an Indian dhow with 16 crew members onboard in the pirate-infested Gulf of Aden waters, a regional maritime official confirmed today. Andrew Mwangura, the East Africa coordinator of Seafarers Assistance Program (SAP) said the dhow was seized yesterday as it left the north coast port of Bossaso sailing towards the United Arab Emirates. "The Indian dhow was hijacked by Somali pirates yesterday, about 14 nautical miles from the port of Bosaso. The dhow has 16 crew members, all Indians," Mwangura said from Mombasa. Reports said the vessel was hijacked by the pirates after it had discharged goods from the UAE at the Somali harbour from where it was sailing off. The Indian dhow operates frequently between Saudi-Arabia and the African coast and Somalia's Puntland government has already dispatched a security order to recapture the vessel.

London, Jul 12 — A press report, dated Jul 11, states: Somali pirates seized bulk carrier *Horizon 1* and are being shadowed by a Turkish warship in the Gulf of Aden, a shipping official and NATO spokesman said. The pirates first surrounded the *Horizon 1* in speed boats and then boarded the ship, which is carrying sulphate from Saudi Arabia to Jordan, according to Omer Ozgur of Istanbul-based Horizon Shipping. With the pirates on board, the ship is continuing on its course with Turkey's TCG *Gediz* frigate following. NATO spokesman Cmdr. Chris Davies said the *Gediz* had seen at least four pirates on the deck of the ship, but others may have been out of sight.

London, Jul 13 — Following received from the managers of crude oil tanker *A Elephant* (145661 gt, built 1987), timed 1825, UTC: While transiting the Strait of Mandep, *A Elephant* was attacked and fired

on by two pirate skiffs in lat 12 21N, long 43 46E, at 0500, UTC, today. All anti-piracy measures were in place and the UK MTO were informed immediately. Following the arrival of a helicopter, the attack was aborted. The UK MTO and others who provided support were thanked for their timely and professional assistance and the vessel is now clear of the attack area.

London, Jul 16 — A press report, dated Jul 15, states: Somali pirates have abandoned an Indian dhow after using it to attack an oil tanker in the Gulf of Aden. A European Union anti-piracy force said pirates who hijacked the Indian dhow earlier this week abandoned the ship today and left its 14 crew members unharmed. Naval officials said the pirates left the ship about 24 km off the Somali coast.



BELGIUM

London, Jul 8 — Roll On Roll Off *Gumel* sailed Antwerp 1913, Jul 3, for Apapa-Lagos.

CYPRUS

Limassol, Jul 13 — General cargo *Forest* (1859 gt, built 1989), which arrived at Limassol Jul 9, has been detained by Port State Control since Jul 10. — Lloyd's Agents.

ITALY

Genoa, Jul 14 — General cargo *Tan Trader* is still under arrest at Genoa. The crew have been repatriated to Azerbaijan. — Lloyd's Agents.

UNITED KINGDOM

London, Jul 7 — According to Lloyd's MIU AIS, general cargo *Aspet* was still moored at Hull as of 1129, UTC, today.



7107 ISLANDS CRUISE (Philippines)

Manila, Jul 15 — Owners of passenger (cruise) *7107 Islands Cruise* have filed a motion with the Department of Finance to release their detained vessel and recognise its duty free status. Officials of 7107 Islands Shipping Corp, owner and operator of the vessel, said that they are hoping that the Secretary of Finance will act favourably on their motion by the end of the month. If the motion is rejected, the owners of the vessel may bring their case to the Court of Tax Appeals. Officials of 7107 Islands Shipping Corp contend that the vessel should not be subjected to customs duties as it was imported to operate in the domestic trades under the Domestic Shipping Act. The Department of Finance, on the other hand, maintains that under the Tariffs and Customs Code the vessel should be

subjected to duties. The vessel is presently detained at Pier 6 of the Port of Manila's North Harbor terminal. — Correspondent.

Manila, Jul 16 — Owners of passenger (cruise) *7107 Islands Cruise* reported that the vessel has completed its registration with the state-Maritime Industry Authority (MARINA) and is now a Philippine-flagged vessel. Officials of Manila-based *7107 Islands Shipping Corp* also reported that *7107 Islands Cruise* has also been awarded a certificate of public convenience by the MARINA. The certificate is a license to operate the vessel in the domestic trades. Officials said that the registration of the vessel with the MARINA and its change in flag status is an important development in its ongoing tax case with the Department of Finance and Bureau of Customs as it reinforces its position that it is eligible for duty-free entry into the Philippines as it will be operated as a domestic vessel under the Domestic Shipping Act. The Department of Finance, on the other hand, contends that the owner of the vessel should pay customs duties for the entry of the vessel as it is covered by Tariff and Customs Code which provides no exemptions for imported vessels for domestic use. — Correspondent.

ANNETTE S. (Malta)

Manila, Jul 16 — The Singapore Supreme Court reported that fully cellular containership *Annette S.* was sold to the highest bidder on the final day of its auction on Jul 15. No information was given on the name of the buyer and the value of the sale. — Correspondent.

ANTHI MARINA (Greece)

Piraeus, Jul 14 — Passenger ro/ro *Anthi Marina* remains at Piraeus port. The vessel is still under arrest and there are no further developments regarding her release. — Lloyd's Agents.

ASIAN EXPRESS (Maldives)

Chennai, Jul 15 — Understand from Steamer Agent M/s. Hari & Co that general cargo with container container capacity *Asian Express* was released from the Court arrest and sailed to Mauritius, Jul 12. — Lloyd's Agents.

BELO ORIENTE (Hong Kong)

Zeebrugge, Jul 14 — Bulk carrier *Belo Oriente* (23124 gt, built 1987), which arrived at Antwerp on Jul 11, remains in the port under arrest/embargo. — Lloyd's Sub-agents.

BLACK PEARL (Panama)

London, Jul 15 — According to Lloyd's MIU AIS, product tanker *Black Pearl* was still anchored at Lagos Anchorage, in lat 06 22 38.4N, long 03 23 10.8E, at 1047, UTC, today.

CAPRICORN (Comoros)

Portsmouth, UK, Jul 10 — General cargo *Capricorn* (2516 gt, built 1974) was detained at Belgorod-Dnestrovskiy by Ukrainian Coast Guards on Jun 20 after information was received that the vessel was under suspicion of violating customs regulations. The detention occurred as the vessel was leaving the port and it was turned back and ordered to anchor. After discussions in Belgorod-Dnestrovskiy roads the vessel's cargo was partially inspected by

the Ukrainian Chamber of Commerce and Industry but the inspection was inconclusive. After the inspection team left, the vessel attempted to leave the port but was stopped after sailing several miles and returned to the anchorage. Investigations are ongoing. — Correspondent. (Note — *Capricorn* arrived Belgorod-Dnestrovskiy on Jun 16.)

CAPTAIN TSAREV (Panama)

Brest, Jul 10 — Fully cellular containership *Captain Tsarev* is still in port at Brest. — Lloyd's Agents.

DENSA DEMET (Turkey)

Portsmouth, UK, Jul 15 — Product tanker *Densa Demet*, which was detained by the Georgian Coast Guard at Poti on Apr 5 for illegally entering Georgian territorial waters, was confiscated and passed into the state possession of Georgia on Jul 14, although the vessel had recently paid the imposed fine of US\$35,000. — Correspondent.

ELBRUS (Liberia)

Piraeus, Jul 10 — Reefer *Elbrus* (7089 gt, built 1990), which arrived at Piraeus on Jun 22, was arrested on Jun 23 and remains in port under arrest. — Lloyd's Agents.

Piraeus, Jul 16 — Reefer *Elbrus* remains at Eleusis port as "Laid Up vessel". Eleusis Port Authority informed us the vessel is not under arrest. — Lloyd's Agents.

EVERSAFE (Panama)

Manila, Jul 10 — The Singapore Sheriff has reported that bulk carrier *Eversafe* (17694 gt, built 1979) was arrested in Singapore waters at around 1330, on Jul 8, for undisclosed claims. Arresting solicitor was Singapore-based Gurbani and Co. — Correspondent.

JETFERRY 1 (Greece)

Piraeus, Jul 10 — According to the court bailiff, roll on roll off *Jetferry 1* was not sold at the auction which took place on Jul 9, due to lack of interest. A new auction has been set for September. — Lloyd's Agents.

KRYMCHAKHLAR (Cambodia)

Amman, Jul 16 — Bulk carrier *Krymchakhlar* has been released from arrest, but remains at Aqaba for maintenance. Departure date or destination as yet unknown. — Lloyd's Agents.

LANTANA (Malta)

Zeebrugge, Jul 14 — General cargo *Lantana* (16694 gt, built 1999), which arrived at Antwerp on Jul 6, has had her departure suspended due to detentions. — Lloyd's Sub-agents.

MAKHAMBET (St. Vincent & Grenadines)

London, Jul 14 — A press report, dated today, states: A Federal High Court sitting in Lagos has detained product tanker *Makhambet* (7224 gt, built 2007) for allegedly breaching the provisions of the Coastal and Inland Shipping Act 2003 otherwise called the Cabotage Law. This followed the vessel's reported lifting of 10,000 litres of petroleum products within Nigerian coastal waters to Ibafo, Apapa, Lagos, contrary to cabotage law. The vessel, which is owned by MBX Shipping Limited based in St Vincent and The Grenadines, was dragged before the court by Indigenous

Shipowners Association of Nigeria (ISAN) as well as an indigenous shipping company, Pokat Nigeria Limited. In the originating summons the tanker was alleged to have contravened relevant sections of the Coastal and Inland Shipping Act of 2003 by engaging in the carriage of petroleum products within Nigerian waters. Details of how *Makhambet* was involved in the saga could not be immediately ascertained. However, it was confirmed that the landmark suit had been slated for hearing this week by Justice Okechukwu Okeke of the Federal High Court, Lagos. While ISAN and the indigenous shipping company Pokat Nigeria Limited are the plaintiffs/applicants, the embattled vessel, her owners and the ship master are the defendants. The embattled vessel is presently anchored at the Ibafo jetty pending when the determination of the case which comes up in the court on Wednesday (Jul 15). (Note — *Makhambet* arrived Apapa-Lagos Jul 4.)

NEW STAR 1 (Sierra Leone)

Istanbul, Jul 9 — General cargo *New Star 1* is still in same position. However, date of release is still unknown since the court case is still continuing. — Lloyd's Agents.

PANFILOVO (Russia)

Portsmouth, UK, Jul 13 — Fishing (general) *Panfilovo* (172 gt, built 1979) was inspected by the Coastguard and was found to have 17 tons of illegally caught fish onboard, off the south-west coast of Sakhalin, Jul 10. The vessel was detained by the Coastguard. — Correspondent.

PELANGI (Singapore)

Manila, Jul 16 — The Singapore Supreme Court reported the sale of tug *Pelangi* to the highest bidder in a Sheriff-administered auction which ended on Jul 8. The sale was concluded on the Jul 15 following full payment by the undisclosed buyer. No information was given on the amount of sale. — Correspondent.

PILIGRIM 2 (Cambodia)

St. Petersburg, Jul 13 — Fully cellular containership *Pilgrim 2* remains under detention at St. Petersburg. — Lloyd's Agents.

SAN GIORGIO I (Panama)

Chennai, Jul 10 — Bulk carrier *San Giorgio I* is still under arrest in Chennai port. Regarding prospects for its release, the port authorities can not disclose the matter stating the case is in court. — Lloyd's Agents.

SILVER WIND (Liberia)

Manila, Jul 13 — The Singapore Sheriff reported the arrest of Combined chemical and oil tank *Silver Wind* (10948 gt, built 1988) in Singapore waters at 1845, Jul 11, for undisclosed claims. Arresting solicitor was Singapore-based Rajah and Tann LLP. — Correspondent.

London, Jul 15 — According to Lloyd's MIU AIS, Combined chemical and oil tank *Silver Wind* still stationary at Singapore at 1915, UTC, Jul 14.

SINBAD (Panama)

Piraeus, Jul 13 — Bulk carrier *Sinbad* is at Chalkis Shipyard. The vessel remains under arrest and currently no prospects for the vessel's release. — Lloyd's Agents.

SUN CALLA (South Korea)

Manila, Jul 10 — Combined chemical and oil tanker *Sun Calla* was released from berth No. 1, New Mangalore Port, awaiting arrest at 1110, Jul 3, after settlement of the claim. — Correspondent.

TESSA (Cambodia)

London, Jul 10 — General cargo *Tessa*, which was arrested at Vanino around Jun 19, subsequently arrived Gusan on Jul 2 and sailed on Jul 4.

THOR GUARDIAN (Panama)

Kochi, Jul 7 — General cargo with container capacity *Thor Guardian* is still in berth No. 1, New Mangalore Port, awaiting court order for sailing. The cargo is being kept at shore for transshipment to Sohar, Sultanate of Oman. — Lloyd's Agents.

TRAKYA (Marshall Islands)

London, Jul 13 — Roll On Roll Off *Trakya* arrived Tuzla on May 27.

VARDARIS (Greece)

Piraeus, Jul 9 — Hydrofoil *Vardaris* has been sold at auction in Thessaloniki. The new owners are Koinopraksia Iptamenon Delfinion Aigaίου of Piraeus. — Lloyd's Agents.

WILLOW (Panama)

Portsmouth, UK, Jul 15 — General cargo *Willow* (671 gt, built 1984) was arrested on Jul 13 by the Georgian Coast Guard for illegally entering Georgian territorial waters. The vessel, which is currently at Batumi, will have to pay a fine of US\$30,000 before it is released. — Correspondent.

YL CONFIDENCE (Bahamas)

Singapore, Jul 10 — General cargo *YL Confidence* is still at Eastern Special Purpose Anchorage A, Singapore. — Lloyd's Agents.

Manila, Jul 16 — The Singapore Supreme Court reported the sale of general cargo *YL Confidence* to the highest bidder in a Sheriff-administered auction which ended on Jul 7. The sale was concluded on Jul 15 following full payment by the undisclosed buyer. No information was given on the amount of sale. — Correspondent.



Pipeline Accidents

LURISTAN PROVINCE, IRAN

London, Jul 13 — A press report, dated Jul 12, states: An Iranian environmental official has warned that a crude oil pipeline is still leaking into the Kashkan River in central Iran. "National Iranian Oil Company officials have not been able to stop the leakage in the Serkan-Makuh pipeline since last Saturday (Jul 4)," the head of the Environmental Organisation for Luristan Province, Abdolrahim Kakavand, told ILNA news agency this Saturday. "The leakage might have been active for weeks or months since it is an underground pipeline. Therefore it is difficult to locate the leaking point," he added. "NIOC has been digging about 100 metres around the leaking pipe but the exact location of the

leak has not been found yet," he said. The first leak in the 10-inch pipeline was detected on Thursday morning (Jul 9), some 30 km from the town of Pol-e Dokhtar in Luristan. The leak continued for 19 hours and polluted about 45 km of the River Kashkan, resulting in the death of some 30,000 marine animals. Kakavand described the damage to the region's ecosystem as "irreparable".

PORT DICKSON AREA, MALAYSIA

London, Jul 11 — Residents along Jalan Pantai near Port Dickson had a fright when rumours spread about a massive oil leak at one of the two oil refineries. The leak in a pipeline belonging to the Shell Refining Company turned out to be a minor one and was plugged within hours. A company spokesman said workers discovered the underground leak near the Shell jetty at 0840 hrs and cordoned off the area immediately. "Our emergency response team was deployed straightaway and they managed to isolate the leak," she said, adding that some 500 litres had apparently seeped out of a damaged pipeline. The situation was resolved at 1730 hrs. The pipeline was for transporting fuel oil from the refinery to the jetty, from where it is eventually shipped out. The spokesman said Shell would work with the Department of Environment to find out the cause of the leak.



Pollution

THASOU AREA, GREECE

Piraeus, Jul 10 — Water contamination occurred due to oil leaking for unknown to us reasons, at the sea area north-west of Thasou, in a radius of 500m2. Decontamination procedures began immediately. Local Authorities at Kavala's port are running a preliminary investigation. — Lloyd's Agents.

VALENTIN TSVETKOV (Russia)

Moscow, Jul 15 — Product tanker *Valentin Tsvetkov* (10937 gt, built 1985) spilled 20 litres of heavy oil while berthed at Pier of Energy Plant No 1, during offloading at Petropavlovsk-Kamchatskiy port at 0655, local time, Jul 14. Removal of oil is still ongoing today. — Correspondent.



Weather & Navigation

BANGLADESH

Chittagong, Jul 15 — Chittagong cautionary signal number three have been hoisted at Chittagong, Cox's Bazar and Mongla reportedly due to low depression located 390 km away from Mongla, 580 km away from Chittagong and 540 KM away from Cox's Bazar as at 0700, today. All fishing boats and trawlers have been asked to remain nearer to coastal areas from today morning until further notice. — Lloyd's Agents.

HURRICANE "CARLOS"

London, Jul 11 — Tropical storm "Carlos" is getting stronger as it swirls far off Mexico's Pacific coast. The storm's maximum sustained winds have increased to near 65 mph and the National Hurricane Centre in Miami says the storm is expected to become a hurricane later today. As of 0500, EDT, today, "Carlos" was centred about 955 miles south-southwest of the southern tip of Mexico's Baja California peninsula. The storms is moving west near 13 mph on a path taking it farther out to sea.

London, Jul 12 — Hurricane "Carlos" is heading west over the open waters of the Pacific Ocean and is expected to get stronger. The Category 1 hurricane has maximum sustained winds near 85 mph. But forecasters say "Carlos" is expected to strengthen and could become a major hurricane over the next day or two. As of 0500, EDT, the hurricane was centred about 1,085 miles south-west of the southern tip of Mexico's Baja California peninsula. "Carlos" is moving west near 13 mph on a path taking it farther out to sea.

London, Jul 14 — "Carlos" has returned to hurricane strength as it moves further out into the open Pacific. Forecasters at the U.S. National Hurricane Centre in Miami said early today that the storm's winds had increased to near 75 mph. Some strengthening is possible in the next day. As of 0600, EDT, the storm was centred about 1465 miles south-west of the southern tip of the Baja California peninsula. The storm was moving west at nearly nine mph on a path taking it farther out to sea.

London, Jul 16 — Hurricane "Carlos" has weakened to a tropical storm far off Mexico's Pacific coast. The National Hurricane Centre in Miami says "Carlos"' maximum sustained winds have dropped to near 65 mph with further weakening expected. The storm is centred about 1,640 miles west-southwest of the southern tip of Mexico's Baja California peninsula and is heading west near nine mph.

TROPICAL STORM "DOLORES"

London, Jul 16 — A press report, dated today, states: Tropical storm "Dolores" has formed far off Mexico's Pacific coast. National Hurricane Centre forecasters in Florida said yesterday that "Dolores" has maximum sustained winds of about 40 mph and is moving away from land at about 13 mph. "Dolores" is centred about 635 miles south-west of Baja California and is moving north-west near 14 mph.

TROPICAL STORM "SEVEN"

London, Jul 16 — A press report, dated today, states: Tropical storm "Seven" is forecast to strike the Philippines at about 2200, UTC, today. Data supplied by the US Navy and Air Force Joint Typhoon Warning Centre suggest that the point of landfall will be near lat 18.7N, long 122.8E. "Seven" is expected to bring one-minute maximum sustained winds to the region of around 46 mph. Wind gusts in the area may be considerably higher.

TYPHOON "HAITANG"

Taipei, Jul 10 — Vessel *Eastern Rich*, ex *Yung Chang*, is still berthed at pier No.15 of Kaohsiung, Taiwan, but does not appear to have commenced repairs. — Lloyd's Agents.

Natural Disasters



MOUNT REDOUBT, ALASKA

London, Jul 14 - A press report, dated yesterday, states: The Drift River Oil Terminal near Redoubt Volcano will soon reopen. It's been closed ever since the nearby volcano threatened to inundate the terminal with mud and potentially causing an oil spill. Chevron, which owns the terminal, has a load of about 90,000 barrels of oil that they extracted from Cook Inlet just before the shutdown. That oil will now head down a pipeline and onto a tanker, bypassing the terminal's storage tanks altogether. At the height of Redoubt's rumblings, everyone was watching the tanks. Mudslides - called lahars - threatened to cause an oil spill, but now the tanks will no longer be used. "Chevron and the Cook Inlet Pipeline Company stepped up to the plate and did the right thing," Kevin Banks, director of the Alaska Division of Oil and Gas, said. From now on, a 42-mile pipeline will carry oil from nearby storage facilities directly to a waiting tanker. Pacific Energy owns the rest of the oil wells in Cook Inlet, but the company declined to comment on any plans to restart their wells.

NEW ZEALAND

London, Jul 15 — A 7.8-magnitude earthquake has shaken New Zealand, prompting a tsunami warning for parts of the Pacific Ocean. The quake struck off the south-west tip of New Zealand, 161km west of Invercargill at a depth of 33km, the US Geological Survey said. The Pacific Tsunami Warning Centre in Hawaii issued a "non-expanding regional tsunami warning" for nearby areas. There were no immediate reports of damage or any evidence that a tsunami had formed after the quake. The quake was detected at 0922.GMT, reports said.

Wellington/Sydney, Jul 15 — New Zealand and Australia cancelled tsunami warnings today after an earthquake struck the south of New Zealand, causing minor damage but no injuries. Australia's weather bureau said a small tsunami had been recorded in New Zealand and another was detected in the Tasman Sea heading towards Australia's southeast coast. "Our deep ocean buoy in the southern Tasman Sea indicates a wave travelling across the Tasman. Because of the depth of the water we can not tell the wave height," Chris Ryan, from Australia's Tsunami Warning Centre, told Reuters. Australia's Bureau of Meteorology issued a statement advising people in low lying coastal areas to move to higher ground and for people to get out of the water. Australia cancelled its tsunami warning after an hour, downgrading the threat to a "small boat alert". New Zealand also cancelled its tsunami warning. The Institute of Geological and Nuclear Sciences said the tremor, measuring 6.6 magnitude, struck at 2122, local time, (0922, UTC). The government institute said it was centred in

the remote and unpopulated Fiordland region, about 150 km north west of the country's most southern city, Invercargill. It was measured at around five km below ground level. Local civil defence officials had issued a warning about a "potential tsunami" for the region, because of conflicting reports about the quake's size. The Japanese meteorological agency put the preliminary magnitude at 7.8. "There was a small wave, but it was not damage causing, people probably wouldn't have noticed it among the other waves," Civil Defence spokesman Vince Cholewa told Reuters. Local media said the quake was felt widely throughout the lower South Island as a long, rolling motion, sending goods falling from shop shelves, but said no injuries were reported. — Reuters.

Political & Civil Unrest



NIGERIA

London, Jul 11 — A press report, dated Jul 10, states: Nigeria's main militant group says its has destroyed a recently repaired Chevron oil pipeline. The Movement for the Emancipation of the Niger Delta said in an e-mail statement late today that it destroyed the pipeline that leads to Chevron's export terminal. The group said that no Nigerian soldiers were injured in the attack but gave few details.

London, Jul 13 — A press report, dated today, states: Nigeria's most prominent militant group said today it had sabotaged a loading dock for oil tankers in Lagos state. "Heavily armed MEND fighters yesterday carried out an unprecedented attack on the Atlas Cove Jetty in Lagos state," the Movement for the Emancipation of the Niger Delta said in a statement. It was not immediately possible to independently verify the attack.

London, Jul 13 — A press report, dated today, states: Nigeria's most prominent rebel group says it carried out an "unprecedented attack" on an oil tanker facility close to the main commercial city of Lagos. "The depot and loading tankers moored at the facility are currently on fire," said the Movement for the Emancipation of the Niger Delta (Mend). In a statement, Mend said that "heavily armed" men had "carried out an unprecedented attack on the Atlas Cove Jetty in Lagos" at 2230 yesterday. The jetty is the main entry point for ships entering Nigerian waters from the west and for oil tanker loading. The alleged attack follows claims by Mend in recent days that it had blown up several oil pipelines and captured six foreign crew from on board an oil tanker.

London, Jul 14 — A press report, dated Jul 13, states: The attack on a key Nigerian fuel jetty off the country's commercial city of Lagos last night left three dead, including a naval officer, and the facility severely damaged, Nigerian officials said today. The Chief of Naval Staff, Vice Admiral Ishaya Ibrahim and the Group Managing Director of the state-run Nigerian National Petroleum Corporation

(NNPC), which owns the Atlas Cove Jetty, told journalists the 10 manifold at the facility were all damaged by the explosion, which also set the facility on fire. However, the fire has now been extinguished. The main oil militant group Movement for the Emancipation of the Niger Delta (MEND) claimed responsibility for the attack, the first time the group would carry out an attack outside the oil producing Niger Delta region. NNPC boss said the damage to the facility would not affect fuel supplies, as the corporation has enough stock to last as long as it takes to effect the repair on the jetty. The explosion at the jetty was so severe that it blew off part of the roof and glass windows of building located 1,000 metres away. The officials did not attribute the explosion to MEND, merely saying several claims of responsibility were being investigated. The NNPC said engineers were being mobilised to the jetty to begin repair work.

Abuja, Jul 14 — Nigerian rebel leader Henry Okah, released under a government amnesty, said today he believed other militants would keep attacking the country's oil industry until the government began talks with them. The Movement for the Emancipation of the Niger Delta (MEND) has sabotaged pipelines, bombed oil facilities and kidnapped foreign workers in the last six weeks, turning the Niger Delta into a virtual military state. President Umaru Yar'Adua has offered an amnesty programme to all militants in the hope of halting the rebel offensive, which has slashed the OPEC member's oil output and helped support global oil prices. Okah is the first senior militant to accept the amnesty, which requires that individuals promise to lay down their arms and take part in a government programme to reintegrate them into society. MEND has welcomed talks with the government, but said it would intensify its attacks against the oil industry at the same time. — Reuters.

London, Jul 15 — A press report, dated today, states: Nigerian rebels who have attacked the country's oil transport system today declared a 60-day unilateral ceasefire, following up the release of insurgent leader Henry Okah. Okah was released by the Nigerian government yesterday, hours after insurgents from the Movement for the Emancipation of the Niger Delta killed five workers in an attack the Atlas Cove oil loading jetty in Lagos harbour. MEND had called for Okah's release as a precondition to a cease-fire. Several oil companies operating in Nigeria had recently declared force majeure on crude production because of the attacks.

PAKISTAN

London, Jul 13 — A press report, dated today, states: Gas supplies from a well to a Sui purification plant were suspended after unknown miscreants blew up a 24-inch diameter gas pipeline today. According to the local police, the explosion occurred in the Tali Matt area of the district. They added that the pipeline was still on fire. OGDCL officials confirmed the incident and said that company technical experts would be able to repair the pipeline in 24 hours. The police have begun an investigation into the incident.

Labour Disputes



BANGLADESH

Karachi, Jul 9 — Cargo operations were suspended at Chittagong Port for quite some time yesterday following a clash between the dock workers and truck drivers inside the port. According to media, the incident occurred when several bags of cement clinkers, offloaded by dock workers from vessel *Khadija Jahan*, fell onto a truck at Jetty No.3. As a result, a confrontation between the dock workers and truck drivers developed. Later, the dock workers united to drive out the truck drivers and stopped working at all the twelve general jetties, from Jetty No.2 to Jetty No.13, and loading and unloading of nine vessels remained suspended at this time, said supervisor Md Hashem of Jetty No.3. However, the loading and unloading activities resumed after port authorities held a meeting with workers and drivers and reached an amicable settlement. — Correspondent.

INDIA

London, Jul 12 — A press report, dated Jul 11, states: The wage-hike disputes between the CITU-backed contractual workers and their leaders-cum-handling agents at Haldia Dock Complex (HDC) was amicably settled today following an 80% hike in the wages besides granting interim relief and other benefits to the workers. Keeping in mind the best interests of the port, the final settlement came through discussions in the meeting convened by the district magistrate Ms Choten D Lama in Tamluk. Leaders of the workers' unions, handling agents, district administrative officers, divisional labour officer and superintendent of police were present on the occasion to come up with a solution. When contacted, Ms Lama said: "All the wage related disputes between the workers and the handling agents have been successfully resolved for a year and the work at the port will not be hampered by the workers for a year."

PORTUGAL

London, Jul 11 — An ongoing dock workers strike in the Portuguese capital is costing the Port of Lisbon 500,000 Euros per day, the port's CEO said Wednesday (Jul 8), the second day of a four-day action. Natercia Cabral told the Lusa News Agency the strike in protest over a government approved draft law for the country's ports will cost some 2 million Euros in lost revenue with the re-routing of between 40 and 50 ships, beyond the damage caused to the port's reputation. Only 20 percent of the re-routed vessels will dock at other Portuguese ports, Cabral said. In a statement, the confederation of dock workers unions said they were planning a second three-day strike in Lisbon between Jul 21-23.

Fires & Explosions



PETROCHEMICAL PLANT, CARLING-SAINT-AVOLD, FRANCE

London, Jul 15 — A press report, dated today, states: An explosion today at a petrochemical plant in eastern France killed at least two people and injured at least five, leaving several people buried under the rubble, local officials said. The Moselle regional government said the blast occurred at a plant belonging to the French oil and gas giant Total in Carling-Saint-Avold, near the border with Germany. The regional fire and rescue department for Moselle said a machine that breaks up saturated hydrocarbon molecules exploded at about 1500, local time. The machine produced 250,000 tons of ethylene a year, the fire department said. The Carling-Saint-Avold factory is linked by a pipeline network to most of the firm's refineries. The plant produces basic hydrocarbons and some plastic, Total said.

London, Jul 15 — A press report, dated today, states: An explosion at a petrochemical plant owned by the French oil giant Total killed two people and injured six yesterday, the company said. The office of the Moselle regional government said some brick walls and an oven collapsed because of the blast. It first reported that other people could be trapped in the rubble, but local Deputy Governor Sylvie Houspic later told national TV that no one was trapped, and she confirmed Total's casualty figures of two dead and six hospitalized with injuries. Local authorities said in a statement that 70 fire fighters were at the plant. "The site has been secured, and there are no risks of pollution," said Total in a second statement. The explosion occurred at 1515 hrs after workers tried to restart a machine recently closed down because of bad weather. The steam-producing machine then blew up for unknown reasons, the company said. French Industry Minister Christian Estrosi and Junior Minister for ecology Chantal Jouanno said in a statement they were heading to the factory to meet with officials and families at the plant. The Ecology Minister, Jean-Louis Borloo, said his services have launched an investigation into the blast.

REFINERY, URUMQI, XINGANG, CHINA

Urumqi, Jul 12 — An oil tank blew up at a chemical plant in Urumqi, capital of north-west China's restive Xinjiang region, today, but local police and refinery officials ruled out a deliberate attack. "It is only a fire which was put out immediately," a refinery official told Reuters at the plant, about 35 km north-east of Urumqi. Refinery officials discovered the 10,000 cubic metre storage tank burning at about 1000, today, and it was extinguished by 1030 hrs. The refinery, belonging to Urumqi Chemical Co, a unit of China National Petroleum Co, parent of PetroChina, is operating normally. — Reuters.

Aviation



AIRCRAFT PUT BACK TO MUMBAI, INDIA

London, Jul 12 — Air India Airbus A319-100, Mumbai to Kolkata, with 88 passengers and six crew, returned to Mumbai after one of the engines had to be shut down in flight due to a technical problem about 25 minutes into the flight. The crew decided to return to Mumbai, where the aircraft landed safely 65 minutes after takeoff.

CRASH, CASPIAN SEA, AZERBAIJAN

London, Jul 13 — A Mil Mi-8 helicopter, carrying three crew members and three oil rig workers crashed into the Caspian Sea yesterday, a source at Azerbaijani Airlines said. He said four persons, including all the crew members, were rescued. The Caspian flotilla and divers are searching for the possible survivors. The helicopter was flying from an oil rig of the State Oil Company of the Azerbaijani Republic (SOCAR) located in the Gyuneshli bloc, about 100-120 kilometres away from the shore.

CRASH, HAWTHORNE AIRPORT, CALIFORNIA, UNITED STATES

London, Jul 15 — A press report, dated Jul 14, states: Los Angeles County fire officials say a small aircraft crashed at Hawthorne Municipal Airport, killing three people on board. Fire Inspector Frank Garrido says the crash was reported around 1630 yesterday in the small city near Los Angeles. Garrido says the aircraft crashed into a parking lot behind a building and nearly struck a parked car. The lot is on airport property. Helicopter shots of the wreckage show the nose of the Beechcraft Bonanza ripped into pieces and the tail sheared in half. Federal Aviation Administration spokesman Allan Kenitzer says it was not immediately clear if the plane was taking off or landing. Federal Aviation Administration spokesman Allan Kenitzer had no immediate details of the crash.

CRASH, JANNATABAD AREA, IRAN

London, Jul 15 — A passenger aircraft carrying 150 people crashed today in north-west Iran, and all on board were feared dead, state media reported. The Caspian Airlines jet was heading from Tehran to the Armenian capital Yerevan when it crashed near the village of Jannatabad outside the city of Qazvin, around 75 miles north-west of Tehran, state television said. The Qazvin emergency services director Hossein Bahzadpour tells the IRNA news agency that the aircraft was completely destroyed and shattered to pieces, and the wreckage was in flames.

London, Jul 15 — A press report, dated today, states: Tupolev TU-154M EP-CPG, operated by Caspian Airlines, crashed in the vicinity of the village of Janat-Abad, Qazvin province, about 120 km west-north-west of Tehran, at 1149, local time, Jul 15,

about 16 minutes after take-off from Tehran's Imam Khomeini Airport. The aircraft, which was on a flight from Tehran Imam Khomeini to Yerevan with 153 passengers and 15 crew on board, broke up and burst into flames. All those on board were killed. The pilot had reported a fire in the starboard No 1 engine before the aircraft went down. Local police and fire services reported that the aircraft left an impact crater of about 10 metres depth, with debris spread over a radius of about 150-200 metres. Aviation Sources within Iran reported that the aircraft had been cleared to climb to Flight Level 320. The radar showed that after reaching a peak at FL288, the aircraft began to lose altitude and came down to 14,700 feet within 55 seconds, while deviating to the left of the assigned flight path.

Tehran, Jul 16 — Two badly damaged black box recorders have been recovered from a Tupolev aircraft that crashed in Iran today, killing all 168 people on board, official media reported today. The cause of the worst air crash in Iran for six years was still unknown, Iran's state English-language Press TV said. The aircraft was on its way to neighbouring Armenia's capital Yerevan when it came down after catching fire in mid-air and ploughing into farmland 16 minutes after departing Tehran. Other Iranian media carried similar reports. Press TV's website quoted an official as saying the two boxes - which could contain vital clues to explaining the crash - were heavily damaged but that experts were trying to retrieve data from them. The authorities were still searching for a third black box. — Reuters.

CRASH, KLUANE LAKE, YUKON, CANADA

London, Jul 14 — Maule M-5 (Lunar Rocket) N9138E flipped over on landing on Kluane Lake, Yukon, at 2145, Jul 13. One of the two persons on board was killed and the other was injured.

CRASH, LAS VEGAS AREA, NEW MEXICO, UNITED STATES

London, Jul 13 — Beechcraft Bonanza A35 N4334W crashed near Las Vegas, New Mexico, at 1615, Jul 10. The aircraft was destroyed. The two persons on board were seriously injured.

CRASH, MAMMOTH LAKES AREA, CALIFORNIA, UNITED STATES

London, Jul 10 — Cessna 182P (Skylane) N7314S crashed near Mammoth Lakes, California, at 2328, Jul 8. The aircraft was destroyed. The two persons on board were killed.

CRASH, PORT RICHEY AREA, FLORIDA, UNITED STATES

London, Jul 10 — Cessna 421C, operated by Q4 Aviation / Quality Powder Coating, Carrollton, registration N4467D, five occupants, went down about 20 miles west of Port Richey at 1352, Jul 8. The Coast Guard says it has found a two-mile debris field. The FAA says air traffic controllers in Jacksonville lost radio and radar contact with the plane at 1352 hrs after it reported encountering heavy turbulence, loss of control and flying inverted.

CRASH, RICHMOND, BRITISH COLUMBIA, CANADA

London, Jul 11 — Piper PA-31-350 Navajo Chieftain, operated by Canadian Air Charters, registration C-GNAF, crashed near the Richmond Auto Mall on approach to Vancouver International Airport, catching fire at 2215, Jul 9. Both pilots were fatally injured.

CRASH, VITRAC, PUY DE DOME, FRANCE

London, Jul 13 — Piper PA-28-180 Archer, registration F-BUUN, collided with another aircraft when flying to an aviation meeting at Vitrac, Puy-de-Dome, Jul 11. The aircraft crashed and both occupants were killed. The other one managed to land safely.

CRASH, WINFALL AREA, NORTH CAROLINA, UNITED STATES

London, Jul 13 — Ayres Thrush S2R-600 N357CA crashed near Winfall, North Carolina, at 0045, Jul 11. The one person on board was killed.

CRASH, YELLOW PINE AREA, IDAHO, UNITED STATES

London, Jul 15 — Cessna U206G (Stationair 6) N71BS crashed near Yellow Pine, Idaho, at 1610, Jul 14. The aircraft was destroyed. The two persons on board were seriously injured.

EMERGENCY LANDING, CHATTANOOGA AREA, TENNESSEE, UNITED STATES

London, Jul 14 — A press report, dated Jul 13, states: An aircraft took off from Dayton International Airport and was then forced to make an emergency landing in Chattanooga, Tenn. The Delta Airline aircraft Flight 926, operated by Pinnacle, was headed to Atlanta, but reports of smoke in the cockpit forced the aircraft to make the landing. The Delta flight took off this morning from Dayton with no problems. It seemed like a normal flight until the pilot told passengers to prepare for an emergency landing. Passengers were quickly escorted off the aircraft. No one was injured during the incident. Airline officials said all 76 seats were occupied. Officials said they believe that electrical wiring overheated is the suspected cause.

EMERGENCY LANDING, DALLAS/FORT WORTH AIRPORT, UNITED STATES

London, Jul 12 — A press report, dated Jul 11, states: An American Eagle flight out of Dallas/Fort Worth airport made an emergency landing this morning. Flight 3808 was scheduled to fly to Dayton, OH, until pilots got indication of hydraulic failure just after take-off. The pilots turned the aircraft around to perform an emergency landing at Dallas/Fort Worth Airport, but the landing gear would not extend. After performing a manual override, the crew was able to extend the landing gear and the aircraft landed safely. The 43 passengers and three crew members were put on another flight that was scheduled to depart at noon today.

EMERGENCY LANDING, ORLANDO INTERNATIONAL AIRPORT, FLORIDA, UNITED STATES

London, Jul 15 — A press report, dated Jul 14, states: A Southwest Airlines flight has made an emergency landing at Orlando International Airport, but no problems have been found with the aircraft on the ground. Flight 3238 from St. Louis was about 10 minutes away from landing in Orlando this morning when there was an indication of fire in the Boeing 737's auxiliary power unit. An airport spokeswoman says a fire rescue crew team boarded the aircraft once it was on the ground but found no fire or smoke. As a precaution, the aircraft's 129 passengers got off the plane on the runway rather than at the gate. There were no injuries and no impact on operations at the airport.

EMERGENCY LANDING, YEAGER AIRPORT, CHARLESTON, UNITED STATES

London, Jul 14 — A press report, dated today, states: A Southwest Airlines 737 aircraft that originated in Nashville made an emergency landing at Yeager Airport, Charleston, after the passenger cabin became depressurized because a hole appeared in the fuselage. Central West Virginia Regional Airport Authority spokesman Brian Belcher says Flight 2294 was diverted to Yeager Airport and landed shortly after 1830 yesterday. There were 126 passengers and five crew members on board. Southwest spokeswoman Marilee McInnis said the football-sized hole was located mid-cabin, near the top of the aircraft. McInnis said a replacement aircraft was to take the passengers to Baltimore. Belcher says the aircraft landed without incident. No one was injured. The National Transportation Safety Board is trying to determine what might have caused the damage.

INCIDENT AT NARITA AIRPORT, TOKYO, JAPAN

London, Jul 14 — Korean Airlines Boeing 777-300, registration HL7532, Seoul Incheon to Tokyo Narita, with 387 people on board, struck its tail twice onto the runway, about seven seconds after the main gear touched down on Narita's runway, Jul 13. The aircraft rolled out safely, was checked out by emergency services and taxied to the gate. No injuries occurred. The landing and attitude appeared normal initially, but about four seconds after touch down the nose rose significantly resulting in two tail strikes. The damage is unclear. Reports in South Korea suggest damage to the tail skid assembly only.

INCIDENT AT PHOENIX AIRPORT, ARIZONA, UNITED STATES

London, Jul 11 — British Airways Boeing 747-400, registration G-CIVB, Phoenix to London Heathrow, with 298 passengers and 18 crew, had to be evacuated via evacuation slides shortly after push back from the gate, when fumes and smoke began to fill the cabin, Jul 10. One person had to be taken to hospital with shoulder injuries, 15 persons were treated at the airport for minor injuries. Arriving fire crews found light smoke in the cabin and cargo bay, however no fire was discovered. The fire fighters believe the smell and smoke may have been

caused by an electrical problem. Passengers said, the acrid smelling haze was coming from underneath their seats. The passengers are being put into hotels overnight. A replacement aircraft has been dispatched to Phoenix.

London, Jul 12 — A press report, dated Jul 11, states: British Airways is flying a team of engineers from London to Phoenix to inspect a Boeing 747 that filled with smoke before takeoff, forcing hundreds of passengers to escape on the aircraft's emergency slides. Airline spokesman John Lampl says the 298 passengers who were on board Flight 288 as it prepared to take off late yesterday were being rebooked onto flights to London from Phoenix, Los Angeles or Denver today. More than a dozen people suffered minor injuries when they used the aircraft's inflatable slides to evacuate. Lampl says one passenger and one of the 18 crew members were hospitalized overnight but were being released today. A Phoenix Fire Department spokeswoman says no fire was found and crews suspect an electrical problem.

INCIDENT ON AIRCRAFT, TOULOUSE, FRANCE

Paris, Jul 10 — Airbus confirmed today that Abu Dhabi carrier Etihad Airways had cancelled an order for a A340-600 aircraft that was damaged during testing but said the move did not represent a commercial snub. Reuters reported on Wednesday (Jul 8) that Etihad had cancelled the order for the plane, worth \$250 million at list prices, 19 months after it was written off during a botched engine test. The A340 crashed into a blast barrier Nov 15 2007, when all four of its engines were tested at full thrust with the parking brake on, leaving four of the nine people on board seriously hurt. The cockpit sheared off and part of the underbelly was destroyed in the accident at Airbus headquarters in France. — Reuters.

TURBULENCE ON APPROACH TO FORT MYERS, FLORIDA, UNITED STATES

London, Jul 14 — Airbus A320-232 N606JB, operated by Jetblue Airways Corp, encountered turbulence on approach to Fort Myers, Florida, at 2000, Jul 10. Four persons on board suffered serious injuries.



Port Conditions

AUSTRALIA

London, Jul 9 — Coal report Jul 9: Dalrymple Bay: Four vessels in port, 49

waiting. Hay Point: One vessel in port, eight waiting. Gladstone: Barney Point: One vessel in port, three waiting. Clinton: Three vessels in port, 12 waiting. Brisbane: No vessels in port or waiting. Newcastle: Carrington: Two vessels in port, 15 waiting. Kooragang: Three vessels in port, 33 waiting. Port Kembla: One vessel in port, three waiting.

London, Jul 9 — Iron ore report Jul 9: Nine vessels at anchor off Port Hedland waiting to load ore from the five available ore berths. Nine vessels at anchor off Dampier waiting to load ore at five ore berths. Eleven vessels at anchor off Port Walcott waiting to load ore at two ore berths. Three vessels at anchor off Esperance waiting to load ore at one ore berth. No vessels waiting at Geraldton, Whyalla, Port Latta or Darwin.

London, Jul 13 — Coal report Jul 13: Dalrymple Bay: Three vessels in port, 49 waiting. Hay Point: One vessel in port, six waiting. Gladstone: Barney Point: One vessel in port, three waiting. Clinton: Three vessels in port, nine waiting. Brisbane: No vessels in port or waiting. Newcastle: Carrington: One vessel in port, 14 waiting. Kooragang: Three vessels in port, 29 waiting. Port Kembla: One vessel in port, four waiting.

London, Jul 13 — Iron ore report Jul 13: Eight vessels at anchor off Port Hedland waiting to load ore from the five available ore berths. Ten vessels at anchor off Dampier waiting to load ore at five ore berths. Eight vessels at anchor off Port Walcott waiting to load ore at two ore berths. Two vessels at anchor off Esperance waiting to load ore at one ore berth. No vessels waiting at Geraldton, Whyalla, Port Latta or Darwin.

London, Jul 14 — Coal shipments from Australia's Newcastle port, the world's biggest export harbour for the fuel, gained 11 percent last week while the number of vessels waiting to load decreased. The volume exported in the week ended 0700, local time, yesterday climbed to 2.05 million metric tons from 1.86 million tons a week earlier, Newcastle Port Corp. said on its Web site. Forty-two ships, waiting to load 3.58 million tons of coal, were outside the harbour, down from 47 ships the previous week. Coal ships queued for an average 12.7 days to load, up from 11.7 days a week earlier, Newcastle Port said. The waiting time compared with 1.4 days for general cargo vessels, it said. A total of 26 vessels carrying coal left the Newcastle in the week ended July 11, Newcastle Port said yesterday.

London, Jul 16 — Coal report Jul 16: Dalrymple Bay: Four vessels in port, 47 waiting. Hay Point: One vessel in port,

four waiting. Gladstone: Barney Point: One vessel in port, three waiting. Clinton: Three vessels in port, nine waiting. Brisbane: One vessels in port and three waiting. Newcastle: Carrington: One vessel in port, 17 waiting. Kooragang: Three vessels in port, 32 waiting. Port Kembla: One vessel in port, six waiting.

London, Jul 16 — Iron ore report Jul 16: Nine vessels at anchor off Port Hedland waiting to load ore from the five available ore berths. Ten vessels at anchor off Dampier waiting to load ore at five ore berths. Ten vessels at anchor off Port Walcott waiting to load ore at two ore berths. One vessel at anchor off Esperance waiting to load ore at one ore berth. No vessels waiting at Geraldton, Whyalla, Port Latta or Darwin.

ITALY

Genoa, Jul 13 — Port situation Jul 13: Genoa: One container vessel awaiting berth, average delay 12 - 24 hours. Savona: Two vessels awaiting normal berth. Average delay 12 - 48 hours. La Spezia: No vessels awaiting berths. — Lloyd's Agents.

PANAMA CANAL

Balboa, Jul 13 — Panama Canal condition report Jul 13: There are 25 vessels due today, 41 tomorrow and 41 on Jul 15. There are 38 vessels scheduled today and 38 tomorrow. The projected backlog is 32 vessels today, 19 tomorrow and 22 on Jul 15. Estimated delays for vessels without reservation/non-booked: Northbound: Large vessels, 91-foot beam or more, one day and smaller vessels one day. Southbound: Large vessels, 91-foot beam or more, one day and smaller vessels one day. — Lloyd's Agents.

Balboa, Jul 15 — Panama Canal condition report Jul 15: There are 37 vessels due today, 40 tomorrow and 35 on Jul 17. There are 31 vessels scheduled today and 35 tomorrow. The projected backlog is 21 vessels today, 27 tomorrow and 32 on Jul 17. Estimated delays for vessels without reservation/non-booked: Northbound: Large vessels, 91-foot beam or more, one day and smaller vessels one day. Southbound: Large vessels, 91-foot beam or more, one day and smaller vessels one day. — Lloyd's Agents.

Port Delays

Information received from BIMCO, Denmark and the Indian Ports Association

Country/Port	Date of report	No. of vessels waiting and/or days delay
Egypt		
Adabiya	20-Jul-2009	Eight vessels at berth (loading/discharging) of which 7 general cargo, 1 tanker.
Alexandria	20-Jul-2009	Thirty-one vessels at berth (loading/discharging) of which 18 general cargo, 5 bulk carriers, 2 tankers, 4 container vessels, 2 passenger vessels; 7 vessels at outer anchorage, 7 at inner anchorage.
Damietta	20-Jul-2009	Thirty-four vessels at berth (loading/discharging) of which 15 general cargo, 1 bulk carrier, 1 tanker, 17 container vessels; 14 vessels at outer anchorage.
Dekheila	20-Jul-2009	Thirteen vessels at berth of which 2 general cargo, 3 bulk carriers, 3 tankers, 5 container vessels; 6 vessels at outer anchorage.
Port Said	20-Jul-2009	One bulk carrier at berth (loading/discharging).
Suez	20-Jul-2009	Four vessels at berth (loading/discharging) of which 1 Ro/Ro, 3 passenger vessels; 3 tug boats; 3 vessels dry-docked.
Suez Canal	20-Jul-2009	Nineteen vessels transiting Northbound, 25 Southbound.
India		
Kolkata	20-Jul-2009	5 vessels operating at berth of which 4 vessels discharging (Machinery-2, Logs, Containers), 1 vessel loading and discharging Containers; 2 vessels discharging (Pules, Met Ore) at midstream; 3 vessel waiting at anchorage (2 to discharge, 1 to load and discharge); 3 vessels under repairs; 6 vessels to demolish; 1 vessel due to shifting; 3 vessels due (Containers-2, High Speed Diesel).
Haldia	20-Jul-2009	12 vessels operating at berth of which 4 vessels loading (Iron Ore-3, Coal), 8 vessels discharging (Lamm, PPTS, A. Coal, Coke-2, Met Ore-2, Machinery); 2 vessels awaiting berth (1 to discharge, 1 to load), 8 vessels waiting at anchorage (3 to discharge, 5 to load); 2 vessels due (Para, Iron Ore).
Paradip	20-Jul-2009	11 vessels operating at berth of which 9 vessels loading (Iron Ore-8, High Speed Diesel), 2 vessels discharging (NC Coal, S. Acid); 51 vessels waiting at anchorage (17 to discharge, 34 to load); 23 vessels due.
Vizag	20-Jul-2009	23 vessels operating at berth of which 6 vessels loading (Iron Ore-3, Thermal Coal-2, Product), 16 vessels discharging (Coking Coal-4, Steam Coal-2, Urea-2, Product, Peas, Timber, Bauxite, Lam Coke, MOP, Pet Coke, L. Ammonia), 1 vessel loading and discharging Containers; 21 vessels not ready to work and waiting at anchorage (15 to discharge, 6 to load); 41 vessels due (Iron Ore-13, Granite-2, Pig Iron, Alumina, Food Grains, Product, DAP-2, Urea, M. Sulphur, Coking Coal-4, Steam Coal-4, Lam Coke, Containers, Project Cargo-3, Pet Coke-2, S. Scrap, Crude, Product).
Chennai	20-Jul-2009	16 vessels operating at berth of which 4 vessels loading (IOL, Project Cargo, Furnace Oil, Iron Ore), 9 vessels discharging (C.P. Oil, P. Coke, P. Oil, Thermal Coal, Dolomite, Steam Coal-2, C. Oil, Logs), 3 vessels loading and discharging (Ecav/Steel Coil/Granite Block/Project Cargo, Steel Coil/Granite Block, Containers); 2 vessels awaiting berth to discharge, 6 vessels not ready to work and waiting at anchorage (3 to discharge, 3 to load); 4 vessels due (High Speed Diesel, Steam Coal, Containers, Iron Ore).
Tuticorin	20-Jul-2009	12 vessels operating at berth of which 3 vessels loading Con. Mate, 9 vessels discharging (DAP, R. Cashew, Coke, Sugar, Salt, Logs, Thermal Coal-2, LPG); 1 vessel discharging Coal at midstream; 2 vessels awaiting berth to discharge, 2 vessels not ready to work and waiting at anchorage to load; 1 vessel under repair.
Cochin	20-Jul-2009	3 vessels discharging at berth (Urea, Logs, POL); 1 vessel discharging Crude at midstream; 2 vessels waiting at anchorage to load and discharge.
New Mangalore	20-Jul-2009	9 vessels operating at berth of which 6 vessels loading (POL, Iron Ore Fines-4, Containers), 3 vessels discharging (LPG, Crude Oil, Dolomite); 1 vessel awaiting berth to discharge, 13 vessels waiting at anchorage (2 to discharge, 11 to load); 2 vessels detained by MMD; 35 vessels due (Containers-2, Cr. Palm Oil, Xylene, Iron Ore Fines-10, Iron Ore

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Port Conditions

		Pellet, Iron Ore Lumps-3, Crude Oil-4, Methanol, Lime Stone-2, POL, Coal-3, Granite, P. Acid, Machinery, Timber, LPG, Bunkering).
Mormugao	20-Jul-2009	4 vessels operating at berth of which 1 vessel loading Iron Ore, 2 vessels discharging (Naptha, Met Coke), 1 vessel loading and discharging Containers; 2 vessels loading Iron Ore at midstream; 4 vessel under dry docked; 3 vessels due (Iron Ore-2, Phosphoric Acid).
Mumbai	20-Jul-2009	10 vessels operating at berth of which 3 vessels loading (Steel /Pipes/Machinery-2 POL), 6 vessels discharging (Steel Cargo, Peas in Bulk, Rock Phosphate in Bulk-2, Pol-2), 1 vessel loading and discharging Steel/Coils/Project Cargo; 2 vessels discharging Butadene/Base Oil at midstream ; 3 vessels not ready to work at anchorage (1 to load, 1 to discharge, 1 to load and discharge), 2 vessels waiting at anchorage (1 to discharge, 1 to load and discharge); 24 vessels under repairs/dry docked; 17 vessels under arrest; 1 vessel under laid up (Berths not required for cargo operations); 39 (Containers, Oil-2, Other Dry Bulk, General Cargo-35) vessels due.
J.N.P.T.	20-Jul-2009	10 vessels operating at berth of which 3 vessels discharging (Naptha, Meg, Cement), 7 vessels loading and discharging Containers; 3 vessels awaiting berth to load and discharge; 3 Containers vessels due.
Kandla	20-Jul-2009	15 vessels operating at berth of which 6 vessels loading (Zinc Conct., Block, Rice, Salt, POL, Chemical), 9 vessels discharging (Scrap-3, Logs, DAP, Sugar, Chemical-2, Phosphoric Acid); 1 vessel discharging Coal at midstream; 12 vessels awaiting berth (7 to discharge, 5 to load), 6 vessels (**) not ready to work and waiting at anchorage (3 to discharge, 3 to load).
Ennore	20-Jul-2009	3 vessels due.
Spain		
Bilbao	20-Jul-2009	Eighteen vessels in port operating (1 tanker, 17 others), of which 3 loading, 9 discharging, 6 loading/discharging.
Sagunto	20-Jul-2009	Twenty-four vessels in port operating of which 8 loading (1 steel products, 2 bulk fertiliser, 4 general cargo, 1 cement), 13 discharging (8 steel products, 3 gas, 1 fruit, 1 anhydrous ammonia); 3 discharging/loading vehicles; no delays expected.

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