

Canadian government urges end to rail dispute

Minister threatens to force return to work, writes Leo Ryan - Friday 13 April 2007

CANADA'S federal government has urged both sides in the labour dispute at Canadian National Railway to return quickly to the bargaining table.

Shippers across Canada have been dismayed by a series of rotating strikes launched late on Tuesday which threaten long-term economic disruption.

If negotiations do not restart, federal labour minister Jean-Pierre Blackburn warned he would move rapidly to introduce back-to-work legislation.

A previous 15-day work stoppage in February severely disrupted cargo operations at the port of Vancouver in particular and hit various manufacturing and retail industries.

Not surprisingly, Vancouver Port Authority seized the occasion to support legislation that would immediately end the conflict through an arbitrated settlement.

Also calling for government intervention were the Canadian Wheat Board and the Canadian Chemical Producers' Association.

On Thursday, as pressure mounted for negotiations to resume, many CN workers were defying their own union calls to take part in rotating strikes across the country.

On Wednesday, CN locked out union members at several terminals in British Columbia and Ontario where workers had begun staging rotating strikes.

"Another dispute threatens our reputation as a reliable port," Scott Galloway, director of trade development at the port authority, told Lloyd's List.

The initial responses to the government's appeal, notably from CN, did not look promising, and no back-to-work legislation can be introduced before parliament re-opens after the Easter recess ends next Monday.

"We are very distressed by a conflict that again hurts Canadian supply chains, trade and

commerce," said Mike Zozula, executive director of the Canadian International Freight Forwarders Association.

Mary Anderson, president of the Canadian Association of Importers and Importers, said it was "very disturbing news for shippers who badly need reliable transport of their products to and from markets".

Mr Blackburn urged the parties to "continue their negotiations and try to reach an acceptable collective agreement without disrupting the national economy".

He said that back-to-work legislation tabled in the House of Commons on February 24, but put on hold due to a tentative agreement reached between CN and the United Transportation Union, was still ready to be passed if necessary.

"A negotiated settlement is always preferable to legislation," he declared.

However, while saying it was willing to meet the union, CN management gave virtually no hope it was prepared to improve its present offer. Chief executive Hunter Harrison wrote last month to company managers saying workers should not expect the railway to improve its offer if talks resumed.

CN spokesman Mark Hallman said the railway would maintain freight operations by using management employees, but service levels should not suffer as much as they did in February.

The UTU, which represents the 2,800 striking conductors and yard Tuesday night that nearly 80% of the workers who cast ballots voted against the tentative agreement.

The union's Canadian leadership had recommended that members endorse the one-year agreement, retrospective from January 1, which was to include a 3% wage increase plus a signing bonus.

Penalties sought in Polish customs row

Katrin Berkenkopf in Cologne - Friday 13 April 2007

The public prosecutor in Stralsund has asked for orders of summary punishment against the German master of a leisure cruiser and two leading managers of the ship's owner following an incident in Polish waters last October.

Three Polish customs officers had boarded the Adler Dania on arrival in the port of Swinoujscie. The master sailed back to Germany with the three officials on board instead of submitting to their demand to look for possible illegal cigarettes and alcohol on board.

Owner Adler Reederei contended that the customs officers did not present international identification.

The company also pointed to previous disputes with the Polish authorities over allegedly illegal cigarettes sold on board.

The public prosecutor wants the master to be given eight months in jail, though on probation. He says two Adler Reederei managers should pay fines.

It is now up to a local court in Wolgast to decide whether to grant the orders, open court proceedings or drop the case.

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

Vessel	Type	Flag	Class	GT	DWT	Bit	Casualty
<i>ACTIVE</i>	crude oil tanker	MHL	LR	15,076	22,291	1983	Reported Mar 30 being escorted to East London by tug <i>Zouros Hellas</i> to effect repairs to its rudder. Arrived 31 Mar. In dry dock Apr 3.
<i>ALLOT</i>	general	KHM	—	3,994	5,180	1973	In collision with <i>Sborshchik 348</i> while entering Taganrog Mar 22. Grounded/sunk. Reported Apr 5 refloating attempts unsuccessful. To be scrapped.
<i>CAPE BEAR</i>	chem/oil tanker	LBR	GL	21,165	33,540	1997	Berthed at Rosario Jan 5 for repairs to rudder damage. Sailed Mar 24.
<i>CCNI AVILES</i>	general	LBR	GL	22,817	35,466	1999	Struck a quay wall at Steinwerder, Hamburg, Mar 30. Sustained a leak above the waterline. Pile wall also damaged. Restricted to port until repairs effected. Effecting provision repairs Apr 3. Sailed Apr 3. Arrived Antwerp Apr 4.
<i>CROWNBREEZE</i>	general	NLD	LR	2,548	3,400	1999	In collision with <i>Silver Lakes</i> near Duekerswisch, Kiel Canal Mar 31. Berthed at Kiel for damage survey. Arrived Ridham Dock Apr 1.
<i>EMINE</i>	bulker	MLT	RS	16,502	24,105	1983	Had main engine problem approaching Comeau Bay in lat 49 13.59N, long 68 07.59W, Apr 2. Anchored assisted by tug. Still at anchor Apr 5. Main air compressors damaged. To effect repairs at Comeau Bay.
<i>FRISIAN TRADER</i>	container	NLD	GL	4,984	6,974	1994	Grounded in lat 55 14N, long 09 46E, Mar 30. Refloated by own power same day and proceeded to Fredericia. To dry dock Apr 4. Under repair Apr 5. Hole in bottom & damage to propeller blades.
<i>NONA</i>	general	NLD	LR	1,978	2,117	2002	Had rudder failure and ran into the embankment of the Kiel Canal at Grobnordsee Mar 31. Refloated by tug and towed to Kiel for survey. Reported off Ahus Apr 1.
<i>PHOENIX BETA</i>	crude oil tanker	HKG	ABS	59,831	104,707	2003	Ran aground in the Maracaibo Channel Apr 2. Unsuccessful attempts to refloat made same day. May need to be lightened before further refloating attempts are made. LOF 2000 awarded to SMIT Salvage. Still aground Apr 4.
<i>SEA DIAMOND</i>	passenger	GRC	—	22,412	1,825	1986	Grounded off Santorini Island, in approx lat 36 25N, long 25 25E, Apr 5. Sustained hull breach. Passengers being evacuated. Refloated same day but sank Apr 6.
<i>SHIRANE</i>	bulker	PAN	NK	43,376	77,672	2000	Had boiler explosion/backfire off Newcastle (NSW) Apr 2. Four crew seriously injured. Investigation under way.
<i>SILVER LAKES</i>	bulker/container	BLZ	RS	16,794	23,929	1986	In collision with <i>Crownbreeze</i> near Duekerswisch, Kiel Canal Mar 31. Berthed at Kiel for damage survey.
<i>TINAI</i>	general	KOR	KR	12,379	16,979	1991	Reported Apr 1 had engine-room fire at Sohar port and towed to Asry, Bahrain, for repairs.

CONTENTS

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

Marine, including Overdue & Missing Vessels	1
Piracy	11
Port State Control	12
Seizures & Arrests	12
Pipeline Accidents	13
Pollution	13
Weather & Navigation	14
Natural Disasters	15
Political & Civil Unrest	16
Kidnappings	17
Labour Disputes	17
Fires & Explosions	18
Aviation	19
Port Conditions	22
Port Conditions charts	23

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The following reports are reprinted from Lloyd's List



ACACIA (St. Vincent & Grenadines)

Piraeus, Apr 3 — Roll On Roll Off *Acacia* is still at Piraeus. It is anticipated that repairs will commence later this month. — Lloyd's Agents.

ACTIVE (Marshall Islands)

Cape Town, Mar 30 — Crude oil tanker *Active* (15076 gt, built 1983) is being escorted to East London by tug *Zouros Hellas*, where it will enter dry dock to carry out repair work to its rudder. Vessels are ETA East London Mar 31. — Offshore Maritime Services cc. (Note — According to Lloyd's MIU AIS, *Active* was located 6.9 nautical miles from Robben Island, in lat 33 53 26.52S, long 18 17 42.36E, at 1743, UTC, Mar 28, course 211.7 deg, speed 11.4 knots.)

London, Apr 3 — Crude oil tanker *Active* arrived at East London on Mar 31.

Durban, Apr 3 — Crude oil tanker *Active*: According to vessel's agent at East London the vessel is presently in the dry dock in East London, having been docked since yesterday afternoon. Repairs were scheduled to take two to three days however there appears to be some difficulty in removing the rudder. Furthermore it appears that the shaft will have to be sent to Port Elizabeth for machining. With the Easter weekend approaching it would appear that more delays are inevitable. — Lloyd's Agents.

AFIYA (Malta)

London, Apr 3 — Refrigerated general cargo *Afiya* sailed from Mobile on Mar 21 bound for Georgetown (USA).

AFRODITE S. (St. Vincent & Grenadines)

Antalya, Apr 3 — General cargo *Afrodite S.* is still at anchor. — Lloyd's Sub-agents.

ALEUT (Cambodia)

See *Aliot*.

ALIOT (Cambodia)

London, Mar 30 — Understand general cargo *Aliot* (3994 gt, built 1973, not vessel *Aleut* as reported in issue of Mar 26) was in contact with pollution control vessel *Sborshchik-348* (243 gt, built 1981), berthed at Taganrog port, Mar 22.

AMER HIMALAYA (Cyprus)

London, Mar 31 — Refrigerated general cargo *Amer Himalaya* arrived at Rotterdam on Mar 30 from Sheerness.

AMERICAN PRIDE (U.S.A.)

St. Thomas, Apr 2 — We sighted the wreck of ferry *American Pride* sunk and wave washed, still on the Triangle Reef,

Apr 1. Reported minor oil spill at wreck site said to have been carried away from these islands. — Lloyd's Agents.

London, Apr 2 — Following received from Coast Guard San Juan, PR, timed 1419, UTC: Ferry *American Pride* is still aground. Salvage operations are being delayed by bad weather.

ANTILLES II (Panama)

Tampa, Mar 29 — Bulker *Antilles II*, which lost power and ran aground at Tampa on Mar 28, 400 yards east of the bridge connecting Pinellas and Manatee counties, was freed about noon by the Coast Guard with three tugs. No injuries, pollution or damage to the bridge resulted, according to the Coast Guard. The freighter lost power and ran aground in limestone, oyster beds and mud south of the shipping channel. The cause of the grounding is under investigation. — Lloyd's Agents.

ATLAS AMELIA (Liberia)

London, Apr 2 — Bulker *Atlas Amelia* arrived at Flushing on Mar 31 from Liverpool.

BALTIYSK (Russia)

Berlin, Apr 3 — Roll On Roll Off *Baltiysk* is still at Mukran. Repairs have commenced and will take until May. Her ETD is not known yet. — Lloyd's Agents.

BALTIYSKIY 102 (Russia)

London, Mar 31 — General cargo *Baltiyskiy 102* arrived at Paldiski on Mar 28.

London, Apr 3 — General cargo *Baltiyskiy 102*, Paldiski for Howdendyke, passed Brunsbuttel Mar 31.

Tallinn, Apr 4 — According to an Estonian Maritime Administration press statement, dated Mar 28, general cargo *Baltiyskiy 102* was, following the grounding incident, inspected at Paldiski North Harbour by the classification society and administration surveyors and found to be seaworthy. No damage was found to the outer hull except for paint scratches. Forepeak and ballast tanks forward were internally inspected and found to be undamaged. The vessel's class remained valid and it was allowed to continue its voyage. — Lloyd's Agents.

BEKA 1 (Cambodia)

Odessa, Apr 2 — General cargo *Beka 1* and general cargo *Phoenix* will be broken-up as scrap or re-equipped into hotels. — Lloyd's Agents.

BERGEY (Uruguay)

London, Apr 3 — Following navigation warning issued today: Uruguay trawler *Bergey* (466 gt, built 1974) adrift in lat 38 09S, long 56 32W.

BORELLY (U.K.)

Maassluis, Apr 2 — General cargo *Borelly* is currently under detention at Rotterdam. — Lloyd's Sub-agents.

BOW FAVOUR (NIS)

Bahrain, Apr 4 — Chemical tanker

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

Bow Favour: According to the vessel's agent, the vessel is still in Asry Dry Dock and expects to sail by the end of this month. — Lloyd's Agents.

CABO PILAR (Panama)

Salvador, Mar 29 — Product tanker *Cabo Pilar* was successfully refloated on the rising tide, yesterday and has proceeded. — Lloyd's Agents.

CAPE BEAR (Liberia)

Buenos Aires, Mar 30 — Combined chemical and oil tank *Cape Bear* (21165 gt, built 1997) berthed at Rosario on Jan 5 due to rudder damage. The vessel sailed Mar 24 for France with a cargo of vegetable oil. — Lloyd's Agents.

CAPE HATTERAS (Cyprus)

London, Apr 4 — According to Lloyd's MIU AIS, at 2251, UTC, Apr 3, container carrier *Cape Hatteras* was still in port at Setubal.

CARIBBEAN BARGE

See *Caribbean Tug*.

CARIBBEAN TUG (Panama)

Santo Domingo, Mar 30 — Tug *Caribbean Tug* (233 gt, built 1993) and barge *Caribbean Barge* grounded at Puerto Plata Mar 29. — Lloyd's Agents.

Santo Domingo, Apr 3 — Tug *Caribbean Tug* and barge *Caribbean Barge* are still aground and salvage operations have not yet started. — Lloyd's Agents.

CARLISLE II (U.S.A.)

London, Apr 3 — A press report, dated Apr 2, states: Ferry *Carlisle II* (95 gt, built 1917), which carries foot passengers between Bremerton and Port Orchard, was blown aground near the dock at Port Orchard today. *Carlisle II*, carrying 68 passengers and two crew members, was attempting to dock at about 1645 hrs when wind blew it off course. The ferry backed out for a second attempt, but the wind blew it aground, said John Clauson, service development director for Kitsap Transit, which operates the ferry service. One woman passenger reported a hurt back, but otherwise no injuries occurred, Clauson said. A second ferry, *Admiral Pete*, was called in and passengers were transferred to it and taken ashore. *Carlisle II* floated free a short time later. A diver was being called in to inspect the vessel, but Clauson said the hull was not breached and it did not appear that it sustained more than some scratches.

CCNI AVILES (Liberia)

Portsmouth, UK, Mar 30 — Shortly after midnight, today, general cargo *CCNI Aviles* (22817 gt, built 1999) struck a quay wall at Steinwerder, Hamburg, while fastening alongside with two support tugs, according to the water protection police. The vessel sustained a leak above the waterline. The quayside pile wall was damaged, along with the concrete floors. The sea-professional association has issued a provisional discharge prohibition. — Correspondent.

London, Mar 30 — Information received from Kiel, dated today, states: General cargo *CCNI Aviles* struck the Max Brauer quay in Steinwerder Harbour, Hamburg, at 0005, Mar 30, while berthing. The vessel was moving ahead too quickly, and its bow struck the quay. The vessel sustained a leak above the waterline, resulting in a leak of ballast water. The concrete of the quay was also damaged. The vessel is not permitted to leave port until repairs are carried out.

Hamburg, Apr 3 — The local agents of general cargo *CCNI Aviles* have advised that the vessel is effecting provisional repairs to the bulb bow in Hamburg. The damage must have been "not insubstantial", but the exact extent was not obtainable. The vessel will next sail to Antwerp, where final repairs will presumably be carried out. — Lloyd's Agents.

CFS PANAVERA (Antigua & Barbuda)

London, Mar 30 — According to Lloyd's MIU AIS part containerised general cargo *CFS Panavera* (7578 gt, built 2005) was in lat 17 42 22N, long 76 52 21W, at 1429, UTC, today with restricted manoeuvrability, speed 5.5 knots, bound Kingston, Jamaica (with a tug in attendance).

London, Apr 2 — According to Lloyd's MIU AIS part containerised general cargo *CFS Panavera* was stationary in lat 17 57 25N, long 76 48 10W, (Kingston area), at 0724, UTC, today.

CHACABUCO (Liberia)

Singapore, Mar 30 — Product tanker *Morning Express* is currently at Sembawang Shipyard Berth 20, Singapore. — Lloyd's Agents.

CHARLOTTE W. (St. Vincent & Grenadines)

London, Mar 30 — Following received from Coastguard Yarmouth MRCC, timed 0110, UTC: At 2336, UTC, Mar 29, tug *Charlotte W.* (90 gt, built 1968), Blyth for Rotterdam, in lat 52 07.28N, long 02 30.8E, drifting 315 deg at 0.2 knots. Vessel's main engine offline, oil pressure low. Vessel has changed oil filters and purged system of air, but still not enough pressure to start engine.

London, Mar 30 — Following received from Coastguard Yarmouth MRCC, timed 1115, UTC: Tug *Charlotte W.* is still drifting and its position was lat 52 20 29N, long 02 19 00E, about 1000, UTC, today. A tug is due to proceed to the casualty site from Rotterdam, with its departure anticipated for around 1400, local time, today. *Charlotte W.* is not currently in any danger.

London, Mar 30 — Following received from Coastguard Yarmouth MRCC, timed 1129, UTC: Tug *Charlotte W.* located in lat 52 19.82N, long 02 18.27E, at 1120, UTC. Vessel now drifting 269 deg at 0.4 knots. The tug being dispatched from Rotterdam is expected to arrive at the position of *Charlotte W.* at 2200, local time. Weather on scene: Wind easterly, force 3 (gentle breeze).

London, Mar 31 — Following received from Coastguard Yarmouth MRCC, timed 0635, UTC: Tug *Ada D.* took tug *Charlotte W.* in tow at 1843, UTC, Mar 30 and is now bound for the Netherlands.

Maassluis, Mar 31 — Tug *Charlotte W.*, in tow of tug *Ada D.*, arrived Rotterdam at 0515, local time, Mar 31. — Lloyd's Sub-agents.

Maassluis, Apr 4 — Tug *Charlotte W.* was towed to Rotterdam after she had some electrical problems. The vessel was repaired within 15 minutes and is able to proceed. She is, however, still in port awaiting new employment. — Lloyd's Sub-agents.

CITY OF MERSIN (Panama)

London, Mar 31 — Following received from Piraeus RCC, timed 1144, UTC: General cargo *City of Mersin* remains at anchor. The vessel has been surveyed and is expected to proceed to Aliaga in the next day or two for repairs.

Piraeus, Apr 2 — Local agents of general cargo *City of Mersin* have advised that the vessel is currently at a location in Turkey, but were unable to specify exactly where. — Lloyd's Agents.

CORAL MERMAID (Liberia)

London, Apr 2 — Information received from Kiel, dated today, states: Refrigerated general cargo *Coral Mermaid* (9829 gt, built 1992) damaged the Kaiser lock at Bremerhaven at 2100, Mar 27, while attempting to berth for passage into the Uberseehafen with a cargo of bananas. The vessel's ropes became entangled with some bollards and pulled concrete blocks out of the lock's wall. One block fell onto the lock gate, preventing it from closing. A mobile crane lifted the block from the gate, enabling the lock to be closed and the vessel to pass two hours behind schedule. No repairs will be carried out to the lock as it is due to be rebuilt soon.

COSMEA (Antigua & Barbuda)

London, Apr 3 — General cargo *Cosmea* sailed from Rotterdam at 0850 hrs, Mar 24, bound for Brake, arriving at 0710 hrs, Mar 27.

CROWNBREEZE (Netherlands)

London, Mar 31 — Information received from Kiel, dated today, states: General cargo *Crownbreeze* (2548 gt, built 1999) was in collision with bulker with container capacity *Silver Lakes* (16794 gt, built 1986) near Duekerswich on the Kiel Canal today at 0100. Both vessels could continue their voyages in the direction of Brunsbittel, but both vessels berthed at Kiel for damage survey.

London, Apr 3 — General cargo *Crownbreeze* arrived at Ridham Dock on Apr 1 from Kalmar.

DANICA HAV (Bahamas)

London, Apr 1 — Information received from Kiel, dated today, states: General cargo *Danica Hav* (1536 gt, built 1984) ran aground at Holnis, off Flensburg, at 1810, yesterday. With a draft of 2.8

metres, the vessel stuck fast on the "Holnishaken" which only has a water depth of 0.7 metres. Attempts to refloat the vessel by the SFK-tug *Falckenstein* failed today as the water was pushed out of Flensburg by the wind. In about two days the water may be deep enough to make another attempt with two tugs. The accident was caused by a sailing boat which forced *Danica Hav* to alter course towards the sandbar. Investigations are underway.

London, Apr 2 — Information received from Kiel, dated today, states: General cargo *Danica Hav* is still aground. Further refloating attempts will not be started before tomorrow. The vessel had discharged a cargo of cellulose in Flensburg. The Russian master said the vessel grounded when he was forced to make an emergency manoeuvre by a sailing yacht, which has not been found yet. The ship is not damaged, and it is no danger to passing shipping as it is lying outside the shipping lane. To prevent danger to the environment the multi purpose ship *Neuwerk* was directed to the grounding site.

London, Apr 2 — Information received from Kiel, dated today, states: A new attempt to refloat the grounded general cargo *Danica Hav* will commence at 1500, tomorrow, with the tug *Buelk* from SFK, Kiel. — Correspondent.

Hamburg, Apr 3 — General cargo *Danica Hav*: The Flensburg Port Authorities have advised that salvage operations will start today at 1530 hrs. Thereafter the vessel will be towed to Flensburg, where she will be inspected by divers. So far no damage has been reported and if no damage is found then the vessel will resume her regular service. — Lloyd's Agents.

London, Apr 3 — Information received from Kiel, dated today, states: General cargo *Danica Hav* refloated this afternoon and is now proceeding back to Flensburg, under its own power, for inspections. Tugs *Falckenstein* and *Kitzeberg* are on their way back to Kiel.

DCI DREDGE AQUARIUS (India)

Kochi, Apr 2 — Repairs to cutter suction dredger *DCI Dredge Aquarius* at Kochi Shipyard were completed on Mar 20 and the dredger is now engaged in the Sethusamudram channel project near Tuticorin. — Lloyd's Agents.

DESH RAKSHAK (India)

Sydney, Apr 2 — An Australian Transport Safety Bureau investigation has found that the under keel clearance of crude oil tanker *Desh Rakshak* was less than the bridge team had anticipated when it grounded in the Western or Outer Western Ship Channels almost abeam of Point Lonsdale last year. The ATSB has criticised Port Phillip Sea Pilots procedures, asserting that they did not give effective guidance to the pilot when deciding whether or not to pilot the ship from sea to the Melbourne outer anchorage in the prevailing conditions. It also said the inadequate application of bridge resource management principles led to the ship's bridge team having little effective input during the pilotage passage and the

bridge team did not effectively use the echo sounder to monitor the depth of water under the ship's bow. *Desh Rakshak*, which is owned by the Shipping Corporation of India, arrived off Port Phillip on the morning of Jan 4, 2006, with about 80,000 tonnes of crude oil cargo on board and at 0800 hrs, a pilot boarded the ship for the transit from sea to the Melbourne outer anchorage. The pilot planned to enter the port to the west of the track marked by the main leading lights, to keep the ship out of an opposing tidal flow for as long as possible. When the ship was almost abeam of Point Lonsdale Lighthouse, the pilot thought he could see the high and low main leading lights just open to the west. This indicated to him that the ship was on the edge of the Great Ship Channel. However, the ship was further to the west than the pilot thought. The ship continued the transit and anchored at 1154 hrs. No-one on board the vessel observed anything that might have suggested that it had grounded during the pilotage. At about 1245 hrs, the chief mate found the level in the lower fore peak water ballast tank rising. He told the master and they decided to pump out the tank and inspect it. The inspection revealed that the tank's shell plating had been holed. The ship berthed in Geelong on Jan 5 and temporary repairs were carried out before she sailed for Singapore on Jan 19, where she was dry-docked for permanent repairs. The investigation found that the ship probably grounded about 0825 hrs, when she was almost abeam of Point Lonsdale, while transiting from sea to the Melbourne outer anchorage. The report identified contributing factors and made recommendations to address them. — Lloyd's List Daily Commercial News.

DOLPHIN 111 (Vanuatu)

London, Mar 30 — Following received from Coast Guard New Orleans, timed 1455, UTC: Drill platform *Dolphin 111* remains aground. A survey vessel went to the scene yesterday and carried out a side sonar survey, the results of which are awaited. Due to the continuing bad weather nothing is likely to happen until early next week.

London, Apr 2 — Following received from Coast Guard New Orleans, timed 1432, UTC: Drill platform *Dolphin 111* is still aground. The bulkheads on the platform's machinery deck failed at approximately 2100, Mar 31. Salvage operations are being delayed by bad weather.

DONG WON NO.212 (South Korea)

Papeete, Apr 4 — Fishing (general) *Dong Won No.212* left Papeete harbour on Sunday (Apr 2) and was going to its fishing zone north of French Polynesia. — Lloyd's Agents.

DORUK A. (Turkey)

London, Mar 29 — Following received from Piraeus RCC, timed 1425, UTC: General cargo *Doruk A.* reported at 1100, local time, today, that it had managed to resolve its main engine problem and had continued voyage.

EMINE (Malta)

London, Apr 3 — Bulker *Emine* (16502 gt, built 1983) had a main engine problem in lat 49 13.59N, long 68 07.59W, while approaching Comeau Bay, at 1345, Apr 2. The vessel anchored shortly thereafter, assisted by a tug.

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

London, Apr 4 — A press report, dated today, states: Federal officials with the Centres for Disease Control and Prevention are investigating what caused 26 passengers and seven crew members to become ill during a five-day cruise on the Columbia River last month onboard passenger ro/ro *Empress of the North*. The illness, which struck those on *Empress of the North* that departed from Portland on Mar 16, left those afflicted with vomiting and diarrhoea. The vessel failed a CDC sanitation inspection in February, but the agency has not determined whether any violations found during that inspection contributed to the March outbreak. Several passengers who boarded the vessel on Mar 21, also became ill during their cruise, "The Oregonian" newspaper reported. The CDC could not confirm any reports of illness from the Mar 21 departure. Passengers on the Mar 21 departure said cruise officials should have alerted them to the outbreak that had just occurred. Cruise operators are not required to notify passengers before boarding about a previous outbreak on a vessel, but federal health officials recommend it. Inspectors with the CDC's Vessel Sanitation Programme visited the vessel on Feb 25, giving it a score of 67 out of 100. *Empress of the North* is operated by Majestic America Line of Seattle. April Matson, a Majestic spokeswoman, said the line had sanitised the ship in response to the outbreak and failed February inspection.

EXCELSIOR

London, Mar 31 — Information received from Kiel, dated today, states: In spite of four still missing containers the Rhine was re-opened for shipping yesterday at 2030. The last restrictions were cancelled today at 0700. The search for the four containers continued through the whole day without results. It was speculated whether they sank into sand bars, or even if they really exist, or perhaps the papers were wrong. *Excelsior* was still lying at anchor.

London, Apr 2 — Following received from Kiel, dated today: One of the missing containers from general cargo *Excelsior* was located yesterday, close to the Severins Bridge in Cologne. A police vessel, which surveyed the location, then collided with the object which lay one metre beneath the water's surface, but was not damaged. The two sheerlegs *Kraanvogel* and *Grizzly* raised the container at 0250 hrs, today, with the help of divers. Shipping was not affected by the works, but the Cologne-Deutz harbour closed during the salvage. The container will

be opened later today. Three of the four missing containers contain wood products. The search for them will continue.

London, Apr 2 — Insecure loading is suspected to be the reason behind the accident of container barge *Excelsior*, which caused a closure of the Rhine river in the past week, the public prosecutor's office in Duisburg said. Furthermore, police and public prosecutor claim it is likely that some containers on board were heavier than noted in the freight list. The public prosecutor's office has confiscated the complete cargo of the ship to check the actual weight of the boxes. Preliminary proceedings are underway against two masters of the vessel. Three containers still have to be salvaged but they do not lie in the fairway. (See issue of Apr 3.)

London, Apr 3 — Information received from Kiel, dated today, states: According to the manifest, it seems certain that 32 containers fell into the Rhine from general cargo *Excelsior*. Three of the containers — two loaded with timber and one with metal products — are still missing. The search is continuing with a reduced fleet of three units, and is proving to be complicated as the containers are somewhere off the shipping lane. An investigation into the cause of the accident is also continuing. It remains to be seen whether a breach which was found in the vessel's forepart in September, 2006, was responsible for the list. The vessel's master and second officer have been charged by the police with endangering shipping and pollution of the water. The two other crew members have also been questioned by the police. Environmental damage is minimal. Only a small amount of acid leaked out, not up to 15 tons as was first feared.

EXCELSIOR (Germany)

London, Mar 29 — A press report, dated today, states: Salvors were racing against time today to clear the River Rhine of containers which sank five days earlier, assuring shippers that Europe's main east-west inland waterway would be open again tomorrow. Birgitta Beul, head of the Inland Shipping Authority in Cologne, said that 16 of the 32 containers lost from general cargo *Excelsior* had been raised so far, including all three containing hazardous substances. Four floating cranes and a diving-bell vessel were at the scene, with salvors still hunting for underwater containers that had been carried away by the current. Some were thought to be underneath the vessel, which lost some of its cargo on Sunday (Mar 25). "We have four sonar vessels looking for them," said Beul. "Once we've located them all, we'll have made big progress." German officials have banned shipping movements on 20 km of the Rhine. Beul said a commitment to reopen the river tomorrow remained. The tailback was noticeable more than 100 km in both directions as hundreds of barges crowded scarce moorings. At the Kostheim lock in the Frankfurt area, about a dozen westbound barges were

tied up, waiting for the river to reopen. "When the river reopens, we'll suddenly have 100 vessels arrive in a rush wanting to use the lock," said a shipping official.

London, Mar 30 — Close to 500 vessels have been hit by the continued closure of the River Rhine, costing inland shippers several million Euros in delays. German river police announced yesterday that the affected stretch of the river, which has now been closed to traffic since Monday (Mar 26), was to remain shut until salvage operations could be completed. Nearly 100 vessels were yesterday waiting in the direct area of the accident, while another 400 were in ports and in berths above and below Cologne. The river was closed following an accident involving general cargo *Excelsior*, which resulted in containers falling into the shipping lanes. At least seven of the boxes have yet to be recovered. According to the German association of inland shipping BDB, many of their members are already predicting heavy losses thanks to the congestion. The German federal statistics office says that inland vessels carried one million containers on the German part of the Rhine last year. This equates to 2,900 boxes a day. The river accounts for 80% of the cargo transported on German rivers and canals. The exact circumstances of the accident are still not clear. The public prosecutor has launched an investigation.

London, Mar 30 — Information received from Kiel, dated today, states: Efforts to recover the final containers lost by general cargo *Excelsior* are continuing. Twenty-seven containers have been recovered to date and the search for the missing containers is being carried out by five vessels. It is still unclear whether the River Rhine will be re-opened today.

London, Apr 4 — Information received from Kiel, dated today, states: After unloading its remaining 71 containers in Mannheim, general cargo *Excelsior* will proceed to the Josef Braun shipyard, Speyer, for repairs. The search for the missing three containers will be continued until at least Apr 6.

FAGERVIK (Antigua & Barbuda)

London, Mar 31 — General cargo *Fagervik* arrived at Klaipeda on Mar 30.

London, Apr 3 — General cargo *Fagervik* sailed from Klaipeda on Mar 31.

FEDERAL PATROLLER (Cyprus)

London, Apr 2 — According to Lloyd's MIU AIS, part containerised general cargo *Federal Patroller* was in lat 57 30 10.38N, long 07 35 45.12E, at 0655, UTC, Apr 2, proceeding on a course of 215 deg at 14.5 knots.

FINJA (Germany)

London, Mar 29 — Combined chemical and oil tank *Finja* arrived Dordrecht at 0635 today.

Maassluis, Apr 3 — Repairs to combined chemical and oil tank *Finja* have been completed and the vessel left

the Port of Rotterdam yesterday morning for Cuxhaven. — Lloyd's Agents.

FORTUNA I (Latvia)

See under "Labour Disputes".

FRISIAN TRADER (Netherlands)

London, Apr 2 — Following received from Aarhus MRCC, timed 0948, UTC: Container carrier *Frisian Trader* (4984 gt, built 1994), Rotterdam for Gdynia, grounded in lat 55 14.2N, long 09 46.2E, at approximately 1800, local time, Mar 30. The vessel refloated the same day under its own power and proceeded to Fredericia, where it will enter dry dock on Apr 4.

GATUN (Panama)

Balboa, Apr 3 — General cargo *Gatun* is still under detention at Balboa. — Lloyd's Agents.

GORGONA (Barbados)

London, Mar 29 — Following received from Ankara MSRCC, timed 1457, UTC: Chemical tanker *Gorgona* is still anchored at Buyukdere Bay awaiting inspection.

GRACIA (Malta)

London, Apr 4 — Following received from Cape Town MRCC, timed 1124, UTC: No further sightings of bulker *Gracia* have been reported.

GRETA KOSAN (Isle of Man)

Ferrol, Apr 4 — The owners of Liquid Petroleum Gas Carrier *Greta Kosan* have decided to take the vessel to Viana do Castelo Shipyard for permanent repairs. The vessel left this morning, under tow of tug *Pau da Luz*. — Lloyd's Agents.

HARPOON (Philippines)

Manila, Apr 3 — General cargo *Harpoon* is presently undergoing afloat repair at the vicinity between Toledo and Balamban, Cebu. Understand that the vessel sustained minimal fire damage on deck during the incident, however, while extinguishing the fire, water seeped inside the engine-room which caused a minor oil spill. — Lloyd's Agents.

HUMEN BRIDGE

London, Apr 3 — According to Lloyd's MIU AIS Container Carrier *Humen Bridge* was reported in lat 34 36.9N, long 134 56.51E, 3.8 nautical miles from Awaji, Japan, speed 18.3 knots, at 1620, UTC, Mar 28.

IHOLM II (Denmark)

See *Vornaes II*.

IRIS (Panama)

Singapore, Mar 30 — Container Carrier *Iris* is currently at Jurong Shipyard Tanjong Kling South, Singapore. — Lloyd's Agents.

J.K.M.MUHIEDDINE (Panama)

London, Mar 31 — A press report, dated today, states: Bulker with container capacity *J.K.M.Muhieddine* (15099 gt, built 1980), conveying a large consignment of imported rice to

Warri Port, has been looted by about 45 militants, brandishing sophisticated weapons, who attacked the vessel in about 15 speed boats. The vessel was negotiating the channel off the breakwaters close to Escravos, in Warri, South West Local Government Area when it ran into shallow waters and was grounded. The vessel, which arrived in Nigeria on Mar 7, was invaded by militants and villagers who looted the cargo of rice. Security sources said efforts by the crew members to alert the security agencies proved negative as the gunmen threatened to eliminate them if they encountered any disturbance from uniformed personnel. The armed men came in several times to loot the vessel of the imported rice, but the Nigerian Navy operatives from the NN Delta, acting on a tip off, stormed the vessel and prevented further looting, the source said. It was learned that the looting by the militants continued for two weeks before the Naval personnel came to the rescue of the crew members and the owners of the imported cargo. The source, however, disclosed that the looting helped in refloating the vessel because of the illegal offload of its content by the gunmen, before being taken to the Warri depot, where it is currently berthed. Commanding Officer of the Warri Naval Base, NNS Delta, Navy Captain Mufutau Ajibade, confirmed the incident, but said that his men had taken control of the situation.

JAMES E.NIVIN (U.S.A.)

London, Mar 30 — Following received from Coast Guard New Orleans, timed 2041, UTC: A barge laden with methyl alcohol, under tow of tug *James E.Nivin* (623 gt, built 1975), broke a towline and struck the bow of passenger (cruise) *River Explorer*, with 150 passengers on board, near New Orleans at 1454, UTC, Mar 30. *River Explorer* sustained a 10-foot-by-25-foot hole in the bow. The vessel was grounded on the bank and pumps are coping with the water ingress. Preparations are under way to evacuate the passengers. The barge sustained dents in the hull.

London, Mar 31 — A press report, dated Mar 30, states: A hotel barge carrying 160 people collided with another vessel on the Mississippi River late Friday morning (Mar 30), but Coast Guard officials said no one was injured. The Coast Guard said the collision left a hole in the hotel barge *River Explorer* and it had to be pushed to the east bank of the river because it was taking on water. The cause of the collision was being investigated. The Coast Guard said the collision was between *River Explorer* and a towboat, identified as tug *James E.Nivin*. However, Larry Conrad, spokesman for hotel barge owner RiverBarge Excursion Lines Inc., said the hotel barge was struck by another barge that had broken loose from a tow. Conrad said the *River Explorer* was to be brought to New Orleans on Friday night after water was pumped out of the damaged section. Friday was to be

the final full day of an eight-day excursion through south Louisiana waterways for the passengers. Conrad said the passengers will spend the night and disembark in the morning.

London, Apr 2 — Following received from Coast Guard New Orleans, timed 1434, UTC: Passenger (cruise) *River Explorer* has been moved to the Thalia Street Wharf, New Orleans. No damage reported to tug *James E.Nivin* or the barge involved in the incident.

KAMAL XXVIII (India)

Kochi, Apr 2 — Cutter suction dredger *Kamal XXVIII* entered Cochin Shipyard for dry docking on Mar 28. The vessel is expected to be ready for normal dredging operations within three weeks. — Lloyd's Agents.

KAYE E.BARKER (U.S.A.)

London, Mar 30 — Bulker *Kaye E.Barker* sailed Duluth Mar 24 and arrived Two Harbours same day.

KAYLANA (U.K.)

London, Apr 4 — Following received from Coastguard Stornoway MRSC, timed 0720, UTC: At 0305, UTC, today, the Coastguard were alerted by a member of the crew of fishing (general) *Kaylana* (64 gt, built 1978) that the vessel was on its side, in Stornoway harbour, taking water. The vessel had listed away from the pier with the receding tide and had failed to float upright with the incoming tide and water had entered through an open hatch. The vessel's owner had requested assistance from the fire brigade to pump out the water. MRSC also tasked a team to assist. The fire brigade attended and the vessel was pumped dry, alongside No.1 pier. Operations were terminated at 0611, UTC.

KRITON (Bahamas)

See "United States" under "Port State Control".

LUKORAN TRI

St. Vincent, CVI, Apr 2 — Fishing (general) *Lukoran Tri* is still aground. Salvage technicians arrived Mindelo Mar 29 and the salvage operation is expected to commence shortly. — Lloyd's Agents.

MAHARASHTRA (India)

London, Apr 2 — A Ministry of Defence, Government of India, press release, timed 1753, IST, today, states: Indian Naval ships, which are on an overseas deployment to south-east and far-east Asia, received distress call from Shipping Corporation of India bulker *Maharashtra* (28029 gt, built 1995) while on transit from Singapore to Japan. The ship, 270 nautical miles north-east of Ho Chi Minh City, was on passage from Tianjin to Bandar Khomeini and was without any power supply due to failure of its main diesel alternators. Attempts by the crew to restore the power supply were unsuccessful. On receipt of distress message, INS *Rana* was promptly dispatched to provide assistance to the vessel at 0700, IST, today. The ship

reached the area at 0830, IST, and a technical team comprising 10 naval personnel were transferred by helicopter and boat to the merchant vessel. The Naval team quickly rectified the diesel alternators enabling restoration of power supply on board the merchant ship. During the defect rectification, it was also observed that the fuel tanks supplying the diesel fuel to the alternators were contaminated. Supply of fresh fuel was essential to ensure uninterrupted power supply. In an unprecedented operation at sea for which the warships are not designed, INS *Rana* went along side the merchant ship and supplied 10 tons of fuel to enable *Maharashtra* to continue its passage.

MARIA LOURDES (Philippines)

Manila, Apr 3 — General cargo *Maria Lourdes* left Mayon Docks over the weekend (Mar 31/Apr 1) after successfully completing sea trials. The vessel is now in Tabaco port in Albay province, loading a cargo, after which it will proceed to the port of Bacolod in the central Philippines. — Lloyd's List Correspondent.

MARY-JO (South Africa)

London, Apr 2 — A press report, dated Mar 30, states: An attempt will be made this afternoon to refloat fishing (general) *Mary-Jo*, 13.5 metres, (built 1996) which ran aground in the morning on the beach at Stilbaai on the South Cape coast. National Sea Rescue Institute (NSRI) said a fishing vessel had arrived on-scene and would try to tow the trawler at high tide in the afternoon. "We are hoping that at high tide there is deep enough water to swing *Mary-Jo* around and refloat her," said John Muir, NSRI Still Bay station commander. "The build-up to the approaching spring tide may make a big difference, with today's high tide already expected to be a little higher than normal." The Mossel Bay trawler sent out a distress radio call just after 0100, this morning following suspected engine failure. NSRI volunteers, Metro Ambulance and Rescue Services and the SA Police Services recovered all six crew, with only the skipper suffering slight bruising on his forehead. The vessel was damaged slightly.

MASSACHUSETTS (U.S.A.)

London, Apr 3 — A press report, dated Apr 2, states: The National Transportation Safety Board (NTSB) issued a Marine Accident Brief on the engine-room fire on passenger ro/ro *Massachusetts* on June 12, 2006. It determined that the fire was most likely caused by the ignition of diesel fuel that came into contact with a hot engine surface. The damage was exacerbated by the absence of a fire detection system in the engine-room. The NTSB recommends that the Coast Guard require all small passenger vessels certificated to carry more than 49 passengers, regardless of date of build or hull material, be fitted with an approved fire detection system and a fixed fire suppression system in their engine-rooms.

MEISHENG 3698 (China)

Shanghai, Apr 4 — The salvage of general cargo *Meisheng 3698* is underway and the vessel could be refloated tomorrow. Container Carrier *Star Mariner* left Shanghai at noon today, for Korea, for repairs. *Meisheng 3698* was struck amidships and *Star Mariner* sustained bulbous bow damage. — Lloyd's Agents.

MSC JOANNA (Panama)

See *W.D.Fairway*.

MSC NAPOLI (U.K.)

London, Mar 30 — A press report, dated Mar 29, states: Shipping and maritime specialists Clyde & Co and Holman Fenwick & Willan have "bagged" major roles in the insurance dispute surrounding container carrier *MSC Napoli*, which looks set to be worth around \$100m (£51m). Clyde is representing more than 40 underwriters that insured the cargo, in a bid to retrieve \$62m (£32m) from Metvale, the owners of the vessel. Clyde's shipping and dispute resolution partner Andrew Nicholas is leading a five-member team along with shipping partner marine casualty specialist Stephen Pink. Shipping and insurance boutique Waltons & Morse is representing around 20 underwriters in a bid for compensation. Shipping partner Roy Ginsberg is leading the team. Metvale and other related parties will be required to make a payment of approximately \$100m to underwriters, if it can be proved that the vessel was unseaworthy due to a defect that should have been discovered when the voyage began. Holman Fenwick marine litigation partner Hugh Livingstone assisted by solicitor Geraint Powell is representing Metvale. The case, which looks set to be one of the UK's most complex and protracted shipping disputes of recent years, is likely to be heard in the High Court, although no date has yet been set. Nicholas commented: "The case is large and significant for the shipping group. Our clients will be arguing that the vessel was unseaworthy at the commencement of the voyage. No doubt the ship owners and carriers will attempt to show that any defect was not discoverable by the exercise of due diligence. Often in these unseaworthiness cases the focus is on the due diligence point." In a related dispute, Clyde and Ince & Co will gather around the negotiating table in an attempt to resolve how much the wreck's salvors are owed. Salvage company Smit removed containers from the washed-up wreck and is entitled to be paid a fee for the return of the goods to the original owners. Nicholas will be representing underwriters in their fee negotiations with the salvors. Ince partner Stephen Askins is leading a team representing the salvors.

MYRA (Bahamas)

Georgetown, Mar 30 — The Court has now ruled that the cargo on board general cargo *Myra* is not to be discharged. The vessel is to sail for France. — Lloyd's Agents.

London, Mar 31 — A press report, dated today, states: Following days of uncertainty and in the midst of a court battle, general cargo *Myra*, which had been moored mid-stream in Guyana since Mar 10, set sail for France late Thursday (Mar 29) carrying some 900 tonnes of soybean believed to be contaminated with salmonella typhimurium. The vessel was never allowed to deliver the consignment, as Guyanese authorities said that France had ordered the vessel returned so that the soybean could be destroyed. They had also ordered that the hatch containing the soybean remain sealed, since the bacteria was considered even more potent in the tropics. The decision to return to France was sparked by a request from the master of the vessel, who said that he had been moored in Guyana for far too long, and that each day represented a loss to the owners. The importer, a local poultry producer, secured three court orders which stated that the soybean shipment must offload in Guyana. However, on Wednesday, attorney general, Doodnauth Singh acting on behalf of the Guyana Revenue Authority (GRA), moved to the Appeal Court as part of a necessary process to protect the CARICOM nation from any adverse effects of releasing the shipment, even for testing. The importer told reporters on Tuesday night, that the French had released further documents which suggested that tests were done on some 111 samples and they all proved negative. But, the GRA said that it detected a forgery among the documents submitted by the importer and as a consequence it feared that any subsequent reports may also be forged. The forgery was said to be a shipping invoice or a certificate of origin purporting to show that the shipment originated in a CARICOM country, to wit, Trinidad and Tobago.

NELSON LEWIS (U.S.A.)

London, Apr 2 — A Coast Guard Paducah press release, dated Mar 30, states: The Coast Guard was notified at approximately 0800 today that tug *Nelson Lewis* (317 gt, built 1964) had reportedly struck the Smithland Lock and Dam, located along the Ohio River near mile marker 918, near Smithland, Ky. *Nelson Lewis* was pushing one empty tank barge and 11 empty non-regulated barges. Two barges are reported missing and believed to have sunk. Two barges are damaged but remain afloat; eight including the empty tank barge are reported to be undamaged. The incident is under investigation.

London, Apr 2 — A press report, dated Apr 1, states: Twelve barges collided with the Smithland Dam Friday (Mar 30) morning. Tug *Nelson Lewis*, with Excel-Marine, somehow lost control of its load. The barges drifted right into the dam wall and five of them sank, blocking at least six of the dam's water-flow gates. Now, clean up crews are working to get those sunken barges raised. A partially sunken barge almost got flushed downriver as crews tried to free it by raising one of the water-flow

gates but it got stuck in the gate instead. Friday, crews used tugs to lug out the seven barges that didn't sink into the dam wall but they still had more work to do. "Yesterday morning we had five that had either partially or completely sunken," says Monica Miller, Public Affairs with the US Army Corps of Engineers. *Nelson Lewis* was about 200 feet from the dam wall when it released its 12 barge load. It was either that, or brave the dam's water-flow gates. That could have meant lost lives, along with lost barges. When those 12 barges hit the dam both locks were closed. Now, boat traffic is moving smoothly through the locks. Damage to the locks could have been a big traffic problem. Now workers are raising any gates they think are blocked by sunken barges in order to flush the barges downriver. Yesterday morning, one was freed. "The water pressure was strong enough to and it wasn't hung up any on the dam, that it flushed it out downstream," says Miller. Excel-Marine may hire one of two salvage companies, River Salvage Inc. out of Pittsburgh or Okie Moore Salvage out of St. Charles, to help with clean-up. "They'll come in and they'll actually be in charge of making the plan to get the rest of the barges out," says Miller. Coast Guard officials tell us they are investigating the cause of the accident.

NIMATULLAH (India)

See "Somalia" under "Piracy".

NONA (Netherlands)

London, Mar 31 — Information received from Kiel, dated today, states: General cargo *Nona* (1978 gt, built 2002) ran into the embankment of the Kiel Canal at Grobnordsee today after a rudder failure. The canal had to be closed for shipping until a tug from Kiel arrived and refloated the vessel, which was then towed to Kiel where it berthed for surveys.

London, Apr 3 — According to Lloyds MIU AIS, at 1034, UTC, Apr 1, general cargo *Nona* was reported in lat 55 55.38N, long 14 19.25E, approximately 0.6 nautical miles off Ahus, Sweden, on a course of 26.8 degs, at a speed of 4.3 knots.

NORDKAPP (NIS)

Bremen, Mar 30 — Passenger ro/ro *Nordkapp* will repair damage sustained in a grounding incident at the end of January 2007 at Deception Island, at Bremerhaven. The outside of the vessel will be repaired as well as damages to the generators, the driving shaft and the crew quarters. The expected time for the repairs is calculated at four weeks. — Lloyd's Agents.

London, Apr 2 — Following received from Kiel, dated today: Passenger ro/ro *Nordkapp* is berthed at the "Bremerhavener Dockgesellschaft" (Bredo Yard). While temporary repairs were carried out at Rio de Janeiro, experts from the Bredo Yard inspected the vessel and submitted the most best offer in terms of repair time and cost. Prior to entering the dockyard the damage had not been fully assessed. The grounding not only caused a

breach in the hull, but also damaged the decks above. An escalator, crew quarters and the compressor room will have to be repaired. Also the machine could have been affected. Depending on the results of the survey, the length of the stay in Bremerhaven will be determined. Repair of the already known damages will take at least two weeks.

NORWEGIAN DAWN (Bahamas)

London, Apr 2 — A Norwegian Cruise Line press release, dated Mar 30, states: Norwegian Cruise Line (NCL) today announced that passenger (cruise) *Norwegian Dawn* (92250 gt, built 2002) will be entering a previously unscheduled dry dock on May 29 to conduct necessary repairs on a thrust bearing in the ship's ABB-manufactured azipod propulsion system. During routine inspections, the vessel's engineers identified localised wear in the thrust bearing and in the last few weeks. The vessel's itinerary has been changed to reduce speed to limit further wear on the bearing until NCL could schedule the dry dock. This issue has affected only the speed of the vessel and has no impact on the safe operation of the ship. As a result of the unexpected dry dock, NCL is cancelling two upcoming Norwegian Dawn sailings on May 26 and Jun 2. Based on the early scheduling of the dry dock, NCL does not anticipate any further changes to the ship's itineraries between Apr 11 and May 26 prior to the dry dock. NCL is extending a full refund and a 25% future cruise credit to guests currently booked and deposited on the vessel's May 26 or Jun 2 sailings. In addition, these guests will receive special incentive offers for a range of other NCL sailings. Guests who want to rebook their reservation for an alternate cruise should contact NCL at 866-234-5613. A two-night Memorial Day weekend cruise has been added to *Norwegian Dawn's* schedule prior to entering dry dock. The cruise will depart on a May 26 round trip from New York. Following the cruise, *Norwegian Dawn* will sail to Boston where it will enter dry dock for the necessary repairs. The ship will resume its scheduled itinerary on Jun 9.

NOVAYA ZEMLYA (Slovakia)

St.Petersburg, Apr 2 — Refrigerated general cargo *Novaya Zemlya* sailed (Murmansk) Mar 31 for Torshaven. — Lloyd's Agents.

OCEAN FURY (U.S.A.)

London, Apr 2 — Following received from Coast Guard Juneau, timed 1935, UTC: Trawler (All types) *Ocean Fury* remains in port at Adak.

OCEAN SAPPHIRE (Singapore)

London, Mar 30 — According to Lloyd's MIU AIS, crude oil tanker *Ocean Sapphire* was located stationary 6.5 nautical miles from Tanjung Pelepas, in lat 01 14 45.72N, long 103 34 51.72E, at 2154, UTC, Mar 29. — Lloyd's Agents.

ODISK (Sierra Leone)

Mariupol, Apr 3 — General cargo *Odisk* still is being detaining while the accident investigation continues. She is lying afloat and has no crew on board. The judgment against the ship-owner is still expected to be at the port of Feodosia, but as yet, no date has been set. — Lloyd's Agents.

OLVY-01 (Panama)

Labuan, Apr 3 — General cargo *Olvly-01* is still aground. No salvage operations have been carried out. — Lloyd's Agents.

OOSTERSCHELDEBORG (Netherlands)

London, Apr 3 — Understand general cargo *Oosterscheldeborg* (3164 gt, built 2002) was towed to Kotka for repairs, by tug *Viikari* on Jan 27, following main engine problems, while en route to St.Petersburg for loading. (Note — *Oosterscheldeborg* arrived at Kotka on Jan 27 and sailed on Feb 3. It arrived at Naantali on Feb 4 and sailed on Mar 11 for St.Petersburg where it arrived on Mar 14.)

OTTON (Panama)

Bilbao, Apr 2 — Fire fighting tug *Ottton* remains at Bilbao, under repair. — Lloyd's Agents.

PAC PALAWAN (Singapore)

Chittagong, Apr 2 — Local agents of Container Carrier *PAC Palawan* have advised that, after completion of necessary repairs to her turbo charger, she sailed for Singapore on Mar 30. — Lloyd's Agents.

PAM BURRIDGE (Australia)

London, Mar 29 — A press report, dated today, states: Three people were killed and a 14-year-old girl is missing after a Sydney Harbour ferry smashed into a pleasure boat carrying 12 members of Australia's ice skating elite late last night. Police are investigating eye-witness reports that the smaller vessel's lights were not working in the lead-up to the collision, which took place under Sydney Harbour Bridge at 2300. Two international-level skating judges were among the dead and a former Olympian had her leg amputated after the 30-metre HarbourCat *Pam Burridge*, which was not carrying passengers, ploughed into the 10 metre wooden motor cruiser *Island Gypsy*. Morgan Innes, a promising teenage skater, was still missing this morning, despite an intensive police search, while Sean Carlow, the Australian figure skating champion, was among eight survivors, all of whom were injured. Rear Admiral Geoff Smith, chief executive of Sydney Ferries, which operates the *Pam Burridge*, said: "It was a catastrophic impact because this wooden cruiser appears to have just disintegrated and the people were flung into the water." Two ferries and police and naval boats arrived on the scene almost immediately and helped pluck survivors from the water. The ferry and remains of the cruiser were retrieved and will be examined by forensic experts.

London, Mar 29 — A press report, dated today, states: The second fatal accident involving a ferry on Sydney Harbour in as many months was a "blight" on the fleet's improving safety record, the head of Sydney Ferries said. Three people were killed, eight injured and a 14-year-old girl was still missing today after a collision between ferry *Pam Burridge* and a 10-metre private motor cruiser beneath Sydney Harbour Bridge late last night. It was the second fatal accident in two months involving ferries, in what is one of the busiest parts of the harbour. In January, passenger *Dawn Fraser* ran into a small fishing vessel, also near the Harbour Bridge, critically injuring a fisherman, who suffered a heart attack and died eight days later. "I don't accept that we have a worsening safety record," Sydney Ferries chief executive Rear Admiral Geoff Smith said today. "What we have is one that is improving. But unfortunately, we have these couple of incidents these last couple of months, yet to be determined as to what was the cause, and that, unfortunately, has blighted what had been a pretty good record up to that in the preceding 12 months." Three separate investigations are under way into last night's collision. The Office of Transport Safety Investigation is investigating the causes of the collision, while police have established Strike Force Macaw to collect evidence from eyewitnesses. NSW Maritime, which regulates Sydney's waterways, has also launched an investigation. NSW Premier Morris Iemma suggested today an inquiry into the overall performance of the Sydney Ferries Corporation might also be established. "The government will give consideration to that, pending the preliminary advice of OTSI," Mr Iemma said. Meanwhile, Mr Smith confirmed *Pam Burridge* was not fitted with a black box. "The vessel data recorder systems are in the process of being installed," he said. "We have five of these in the vessels right now, but this one had not been done to this vessel yet. It is in the program." Alcohol tests conducted on the vessel's crew of the HarbourCat came back negative, police said. The results of drug tests are yet to be released.

London, Mar 31 — A press report, dated today, states: The boat destroyed in Wednesday night's (Mar 28) ferry crash was not in darkness, but "lit up like a Christmas tree" with navigation and galley lights blazing, a friend of its owner says. John Foley, a spokesman for the Lynch family, hosts of the pleasure cruise on which three people died and one is missing. Owner-skipper, Peter Lynch, and his stepson, Sean Carlow, were adamant it was under navigation lights. Witnesses have speculated that *Merinda*, a 10-metre wooden motor cruiser, did not have its lights on when it was hit by the HarbourCat *Pam Burridge* about 2245 near the Harbour Bridge. *Merinda*, part-owned by Mr Lynch, was carrying delegates to a seminar by the US Olympic ice skating coach Kathy Casey at Canterbury Olympic Ice Rink.

One of the passengers, 14-year-old Morgan Innes, is still missing. Mr Foley, a barrister, said Mr Lynch and Mr Carlow had described to him "in great detail how they've put the lights on initially and each separately checked they were on, they have no doubts in the world that they were on." As they headed beneath the bridge, they were unaware they were on a collision course with *Pam Burridge*, which was sailing to its overnight berth. Mr Foley was told that the ferry was not in the *Merinda's* line of sight. "(Mr Lynch and Mr Carlow) say that 180 degrees in front of them there was no boat there," he said. "They're adamant about that, that they were hit at least at a 90 degree angle on the side. Navigation lights only shine forwards, so if the ferry driver says he didn't see the lights, then you can understand why, because it came from that angle."

London, Mar 31 — A press report, dated today, states: Sydney Ferries has been accused of negligence amid claims that it has not acted on skippers' concerns about poor visibility on the harbour in the wake of a fatal crash in January. Unions asked yesterday why simple safety measures, which might have prevented Wednesday's (Mar 28) collision involving a HarbourCat, had not been taken, even on an interim basis pending a full investigation. This week's crash, between ferry *Pam Burridge* and a 10m wooden cruiser, was similar to the one in January, when the RiverCat *Dawn Fraser* ran over a dinghy. Both accidents occurred in the shadows of the Harbour Bridge, and poor visibility is believed to have been a factor. January's crash is still under investigation. The ferry's skipper has been charged with culpable negligence causing death. Andrew Williamson, state secretary of the Australian Institute of Marine and Power Engineers, said ferry captains had become increasingly nervous navigating the stretch under the bridge. Unions claim that concerns about poor visibility at the harbour blackspot were raised after the January incident, and three "commonsense" safety measures had been ignored. They called for exclusion zones below the bridge for commercial and passenger vessels, speed limits under the bridge, and for a minimum of two sets of eyes at the wheelhouse while navigating the blackspot. *Pam Burridge* was carrying just two crew members, one of whom was downstairs cleaning the vessel, as it returned to base. A Sydney Ferries spokesman said the cause of the January crash was still under investigation and that ferries complied with all crewing requirements set by NSW Maritime. A key issue in this week's accident is whether the wooden cruiser was displaying navigation lighting. The family of champion skater Liz Cain, who lost a leg in the accident, said yesterday they had been traumatised by conflicting reports on the boat's lighting. A skipper on another vessel radioed the harbour control tower 10 minutes before the accident to report that a boat under the

bridge was not displaying navigation lights. Ms Cain's family are sure they double-checked the lights were on when the boat left Darling Harbour, where they had dined earlier. Family friend John Foley said he had quizzed each family member separately about what happened on Wednesday night to get a clear picture of the details. "I can tell you very categorically not only were the navigation lights on but the galley lights were on," Mr Foley said.

London, Apr 1 — A press report, dated today, states: Police divers are searching submerged stormwater drains today for the body of a teenage girl missing since a collision between two boats in Sydney Harbour last week. Three people died and eight were hospitalised when HarbourCat *Pam Burridge* collided with a wooden boat last Wednesday night (Mar 28). Queensland ice skating champion Morgan Innes, 14, has been missing ever since. Experts have worked out that she could have survived nine hours in the water. Marine area commander, Superintendent Terry Dalton, says her body is probably around the area of the crash. Six boats set out to continue the search this morning and divers are looking in underwater stormwater drains. Police say it is the most comprehensive search conducted in the harbour.

London, Apr 2 — A press report, dated today, states: The body of ice skater Morgan Innes, 14, missing since a horrific ferry crash last week, has been found in Sydney Harbour. She disappeared last Wednesday night (Mar 28) when HarbourCat ferry *Pam Burridge* and a private wooden motor cruiser collided beneath the Sydney Harbour Bridge. Without naming Ms Innes, the NSW Police Force said a young girl's body was found near the Harbour Bridge about 1345, AEST, today.

London, Apr 4 — A press report, dated Apr 3, states: A special commission of inquiry will scrutinise Sydney Ferries from "top to bottom", the State Government has announced. The "thorough, rigorous and independent inquiry" would "leave no stone unturned", Premier Morris Iemma promised, announcing the inquiry this afternoon. Four people died in last week's HarbourCat disaster when ferry *Pam Burridge* crashed into a private motor cruiser. That followed another fatal mishap earlier this year and a string of other incidents involving the government-owned ferry corporation over the past two years. Mr Iemma said lawyer Bret Walker, SC, who headed the inquiry into Campbelltown and Camden hospitals, would conduct the ferry inquiry. "Recent incidents involving Sydney Ferries have made it clear to me that it's time to put the spotlight onto the entire operations of the Sydney Ferries Corporation from top to bottom," Mr Iemma said in a statement. "This will be a thorough, rigorous and independent inquiry and I want no stone left unturned at the end of the process." The inquiry will report on "the provision of ferry services and

any action which should be taken to improve the ability of the corporation to provide safe, efficient and customer-focused ferry services".

PAVEL KORCHAGIN (Russia)

London, Mar 30 — General cargo *Pavel Korchagin* (5370 gt, built 1980) was in collision with a floating steel pontoon in a timber mill at Archangel, Mar 24. No injures, no spill, vessel undamaged, but channel closed. (Note — *Pavel Korchagin* arrived Archangel Mar 24.)

PHOENIX (Comoros Islands)

See *Beka 1*.

PHOENIX BETA (Hong Kong)

London, Apr 3 — Crude oil tanker *Phoenix Beta* (59831 gt, built 2003), loaded with heavy crude oil, ran aground in strong winds in the Maracaibo Channel, yesterday. Unsuccessful attempts to refloat the vessel were made yesterday and it may need to be lightened before further attempts are made.

Rotterdam, Apr 4 — SMIT Salvage has been awarded a Lloyd's Open Form 2000 contract for the refloating of crude oil tanker *Phoenix Beta*. — SMIT Salvage BV.

PIPIT ARROW (Bahamas)

Zeebrugge, Apr 3 — Bulker with container capacity *Pipit Arrow* (25931 gt, built 1974) while shifting berth at Antwerp struck a "mooring pole" in the Boudewijn lock, at 0200, Apr 2. Vessel sustained damage to starboard side, extent not known. Vessel is still in port of Antwerp. — Lloyd's Sub-agents. (Note — *Pipit Arrow* was reportedly on voyage Portocel for Antwerp and Sheerness and had berthed at Antwerp at 0553, Apr 1.)

PROMOPES I (Uruguay)

London, Mar 30 — Following navigation warning issued Mar 29: Trawler *Promopes I* (229 gt, built 1979) adrift in lat 37 07S, long 56 26W.

QUINTE LOYALIST (Canada)

London, Apr 2 — Ferry *Quinte Loyalist* (205 gt, built 1954) reported a pin hole in the hull, abaft midship starboard in lat 44 13.59N, long 76 30W at 1515, Feb 20. The vessel was taken out of service for repair.

REPUBBLICA DI VENEZIA (Italy)

London, Apr 3 — Roll On Roll Off Container Car *Repubblica di Venezia* sailed from Antwerp at 0633 hrs, Mar 30, bound for Lome.

RESERVE (U.S.A.)

Troy, Michigan, Apr 3 — Reports have been received that the bulker *Reserve* (13752 gt, built 1953) had an overheated bearing yesterday, while in the area of the Apostle Island. She had problems with a bearing on the steam turbine and could not turn more than 50-RPM or it would overheat. Once past the Apostle Islands, they cut over to the North Shore and proceeded at reduced speed to Duluth, escorted by the tug *Susan Hoey*. The *Reserve*

arrived at Fraser Shipyard at 1830 hrs, for repairs. — Great Lakes & Seaway Shipping.

RIVER EXPLORER (U.S.A.)

See *James E. Nivin*.

ROWAN GORILLA VI (U.S.A.)

London, Apr 2 — A press report, dated today, states: Drill platform *Rowan Gorilla VI* (19,526 gt, built 2000) has pleaded guilty and been ordered to pay a \$70,000 penalty for illegally discharging marine diesel fuel in Canadian waters. The incident occurred on Mar 19, 2006, when the platform spilled between 5,000 and 6,000 litres of marine diesel fuel while transferring fuel from a supply vessel. The self-elevating drilling unit was docked at the Port of Mulgrave in Nova Scotia at the time. Charges were brought against the vessel under the Pollution Prevention Regulations of the Canada Shipping Act, following an investigation carried out by Transport Canada. The Environmental Damages Fund will receive \$35,000 of the fine, with the Court receiving the other half. The case was heard at Nova Scotia provincial court in Port Hawkesbury. Reports said no evidence suggested that spill had damaged wildlife, but a spokesman for Transport Canada said it takes all fuel spills seriously.

ROZEN (St. Vincent & Grenadines)

See "Somalia" under "Piracy."

RUHR N. (Liberia)

Cape Town, Mar 30 — We received the first call regarding the laden bulk ore carrier *Ruhr N.* (171924 gt, built 1987) seeking shelter for repairs to its cracked shell plating at 0828, UTC, Mar 25. Following inspections by the South African Maritime Safety Authority (SAMSA), a stand-by tug was engaged, while divers effected repairs. — Offshore Maritime Services cc. (Note — *Ruhr N.* sailed Tubarao Mar 12.)

S.A. HELDERBERG (Belgium)

Singapore, Mar 30 — Container Carrier *S.A. Helderberg* is currently at Hitachi Shipyard Dock 2, Singapore. — Lloyd's Agents.

SAINT ENOGAT (South Africa)

Cape Town, Mar 30 — Local marine contractors, GMC Contractors, are now engaged in preparations to refloat fish factory *Saint Enogat*, which sank in a storm in Table Bay Harbour a few years ago. The vessel will be demolished in Cape Town. — Offshore Maritime Services cc. (Note — *Saint Enogat* was reported Aug 15, 2004, lying sunk at Cape Town.)

SAMOTHRAKI (Greece)

London, Apr 3 — Product tanker *Samothraki*, which hit a reef off Gibraltar nearly a fortnight ago, has successfully unloaded its cargo of 44,600 tonnes of fuel oil. Crewmen worked through the weekend to pump the oil to sister vessel *Serifopoulo*. The ship-to-ship transfer was completed without incident at anchorage off Gibraltar. The double-hull tanker

sustained some damage to three of its ballast tanks after it touched bottom on Europa Reef, however, there was no pollution.

Gibraltar, Apr 3 — Product tanker *Samothraki* has just sailed from Gibraltar. — Lloyd's Agents.

SAMSKIP COURIER (Antigua & Barbuda)

See *Skagern*.

SANT YANN II (France)

See *Velazquez*.

SAPFIROVYY (Russia)

Portsmouth, Apr 2 — A report from Tokyo, dated today, states: The crew of refrigerated general cargo *Sapfirovyy* (677 gt, built 1983) that since the beginning of March has been at Ishikari in the south of the Hokkaido Island, has gone on a hunger strike demanding of the master to settle the wage debt to them. There are 13 crew members on board. Eleven of them have signed an appeal to the master and Russian ship owner with a threat to go on hunger strike. On Mar 28, this appeal was handed to the Consulate General that is watching the developments. An official of the diplomatic mission had visited the ship on Mar 30 and met with the crew. According to Russian diplomats, the Japanese authorities have no grounds to expel the vessel. — Correspondent.

SBORSHCHIK-348 (Russia)

See *Aliot*.

SCOUT MARIN (Netherlands)

Portsmouth, UK, Apr 1 — General cargo *Scout Marin* (1035 gt, built 1983) developed rudder problems today near Pollendam. The tug *Hunter* towed the vessel into Harlingen. — Correspondent.

London, Apr 3 — Information received, dated Kiel today, states: General cargo *Scout Marin* had to anchor off Terschelling, 0500, Apr 1 with rudder damage. Tug *Hunter* was contracted to tow the ship into the port of Harlingen. Here tug *Noordgat* took over the tow assisted by tug *Anita*. At 1800 hrs the ship was berthed at the Volharding Ship dockyard for repairs.

SEA EXPLORER (Antigua & Barbuda)

Barbados, Apr 2 — About one tonne of heavy fuel oil spilled into the sea while general cargo *Sea Explorer* (4620 gt, built 1997) was moored at Bridgetown Port. The oil drifted to the new coast guard station and towards Brighton beach. The P&I Club appointed local agents and understand that a US\$500,000 bond was posted. — Lloyd's Agents.

SERVER (Cyprus)

London, Mar 30 — A Gard AS report, dated Mar 26, states: Bulker *Server* grounded in heavy weather conditions at about 1825, local time, Jan 12, close to Fedje. The vessel subsequently broke in two and bunkers oil escaped the vessel, causing pollution in the area. The operations of removing remaining

oil from the aft section of the wreck has now been initiated. Ferry *Flekkeroy*, which has been chartered in by the contractor, Frank Mohn Flatoy AS, is currently loading equipment necessary to carry out the oil removal operations from the wreck of *Server*, and will proceed to Fedje Mar 26. The operations are scheduled to commence Mar 27 and are expected to be completed within two to three days. Gard has so far received about 220 claim notifications concerning pollution damage and is dealing with them as and when received.

SHAH BADAR-I

Chittagong, Apr 4 — Understand from the owners of vessel *Shah Badar-I* that she is still lying in the same position. The owners are currently undertaking some minor repairs to the vessel to prevent water leakage. The vessel is expected to be drydocked within the next week. — Lloyd's Agents.

SHIRANE (Panama)

London, Apr 2 — A press report, dated Apr 3, states: An investigation will be held into the cause of an explosion which injured four Filipino sailors on bulker *Shirane* (43376 gt, built 2000) off the Newcastle coast yesterday. Three of the men suffered serious burns to their arms and faces in what is believed to have been a boiler explosion. A 51-year-old was flown to Sydney's Royal North Shore Hospital Burn Unit, while the others are being treated in Newcastle's John Hunter Hospital. The Port of Newcastle's Harbour-master says the cause of the incident is being investigated. (Note — *Shirane* according to Lloyd's MIU AIS, stationary in lat 32 58 34.68S, long 151 48 36.12E at 2016, Apr 2.)

Sydney, Apr 3 — Four Filipino sailors are being treated for burns suffered when a boiler on bulker *Shirane*, they were crew members on, exploded near Newcastle at about midday Apr 2. The cause of the explosion will be investigated. *Shirane* is one of 68 ships queuing off Newcastle's coast to load coal and is not expected to berth until Apr 14. Three of the crew were picked up by the Westpac Rescue Helicopter, two having sustained serious burns to their arms and faces and one with moderate burns. A fourth crew member was picked up several hours later having sustained only minor burns to his hands. A 51-year-old, one of two to have suffered serious burns, was later transferred to a specialist burns unit at Sydney's Royal North Shore Hospital. The other three were being treated at Newcastle's John Hunter Hospital. A Newcastle Port Corporation spokesman said the details of the explosion were still unknown. — Lloyd's List Daily Commercial News.

London, Apr 3 — Understand that it was not boiler explosion on board bulker *Shirane* it was "more of a backfire" while boiler maintenance was being carried out.

London, Apr 4 — A press report, dated today, states: The Department of Foreign Affairs yesterday identified the four Filipino seafarers who were hurt

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in a boiler explosion on bulker *Shirane* off the coast of Newcastle in New South Wales, Australia and said they are now being treated in two hospitals. In her report to the home office, Consul General Maria Theresa Lazaro of the Philippine Consulate General in Sydney, identified the four as Chief Engineer Pablito A. Gloriani, Second Assistant Engineer Raymond P. Loares, Third Assistant Engineer Stanley O. Ugnit and Fitter Arnelito H. Mabilangan. "Mr. Gloriani, Mr. Loares, and Mr. Mabilangan are currently being treated at the John Hunter Hospital in Newcastle, while Mr. Ugnit is being treated at the Burns Unit of the Royal North Shore Hospital in North Sydney," she said. Australian media reported that the four, three of them suffering burns to their arms and faces, were given initial emergency treatment onboard then brought to the hospitals for further treatment. Confirming the incident, Lazaro said: "The consulate has been in touch with the Filipinos' Newcastle-based agent, who is regularly updating us of the situation. The agent has confirmed that the families of the injured crew have already been advised of the situation."

SIERRA NAVA (Panama)

Cadiz, Mar 29 — Refrigerated general cargo *Sierra Nava* was supposed to be towed to El Puerto de Santa Maria, Cadiz, for break up, sailing yesterday and arriving today at 1500 hrs approximately, but due to vessel conditions Cadiz Harbour-master will not let the vessel come into port. The vessel is still anchored at Algeciras bay, while the owners representatives and Svitzerwijmsmuller Salvage meet with the Harbour-master. — Lloyd's Agents.

SILVER LAKES (Belize)

See *Crownbreeze*.

SKAGERN (Sweden)

London, Apr 4 — According to a Marine Accident Investigation Branch report into the collision between general cargo *Skagern* and general cargo *Samskip Courier* in the Humber estuary on June 7, the accident was primarily caused by a failure to apply long established collision avoidance procedures by the masters and pilots of both vessels. *Samskip Courier* failed to keep to the starboard side of the channel as it approached and rounded Sand End light float. This error was exacerbated by the fact that both vessels were travelling at an unsafe speed for the prevailing conditions, in circumstances which allowed little time, or room, for avoiding action when it became apparent that a serious situation had developed. Poor bridge team interaction, exacerbated by poor communications between key persons, played a major role in the accident. This was highlighted by the masters' total trust in their pilots, and their reticence to take navigational control when it became apparent that an emergency situation was developing. The pilot of *Samskip Courier* lost situational awareness at a critical

moment which, in turn, contributed to ineffectual decision making culminating in the collision.

SKARPOE (Cyprus)

London, Mar 29 — Following received from Aarhus RCC, timed 1445, UTC: General cargo *Skarpoe* was cleared to sail yesterday following class inspection, with a single-voyage permit to proceed to Klaipeda shipyard for repairs.

London, Mar 31 — General cargo *Skarpoe* arrived at Klaipeda on Mar 29.

SOLAR 1 (Philippines)

London, Mar 29 — A press report, dated today, states: Last year's sinking of non specific tanker *Solar 1* caused the spillage of at least 1.6 million litres of bunkers, based on the remaining cargo found in an ongoing oil recovery operation, said the spokesperson of the regional Task Force Solar 1 Oil Spill (TF SOS). The amount officially makes the spill the worst in the Philippines' history. Presidential Assistant for Western Visayas and TF SOS head Rafael Coscolluela said a minimal amount of bunker fuel was found inside the wreck of the vessel, which is lying 639 metres underwater, nine miles south of the island province of Guimaras. "It appears that most of the oil was already released during the height of the oil spill," Coscolluela said. The vessel was carrying 2.1 million litres of oil when it sank in stormy weather. Previous Coast Guard estimates on the remaining bunker fuel left inside the vessel ranged from 250,000-300,000 litres. The oil spill affected 27 villages in the towns of Nueva Valencia, Sibunag, San Lorenzo, Jordan and Buenavista in Guimaras and in the towns of Sara, Concepcion and Oton in Iloilo. It also reached the coastal villages of Iloilo City. The spill affected 6,156 families, or 30,531 persons, mostly fishermen who lost their livelihood. The island's rich marine resources were also devastated with around 239 km of coastline, 15.8 square km of coral reefs, 105 hectares of mangroves and 42 hectares of seaweed damaged or destroyed. Hundreds of residents were also stricken with pulmonary diseases at the height of the oil spill and were evacuated from their homes after the oil sludge reach their shore. Coscolluela said the eight cargo tanks accessed by the operation had a minimal amount of bunker fuel or were empty. The total amount of oil recovered 16 days into the operation reached only around five cubic metres. *Solar 1* has 10 cargo compartments, five on each side of the vessel. Each compartment has an average capacity of 200,000 litres or a total of 2.195 million litres. A progress report from research *Allied Shield* said that no oil was found in the tanker's port tank No 2 or starboard tanks Nos 2, 4 and 5. A minimal amount of oil was found in port tanks No 3 and 5. "There are only two compartments left and even if they are full, they would only yield a maximum of 400,000 litres," said Coscolluela.

Manila, Mar 30 — Research *Allied Shield* has completed the opening of the 10 oil storage compartments of non specific tanker *Solar 1* with the penetration of port tank No 1 and starboard tank No 1 today. *Allied Shield* reported that no oil was found in the two storage tanks. Following the completion of the oil recovery operations, a survey of all the cargo tanks will carried out, *Allied Shield* said in its latest progress report. — Lloyd's List Correspondent.

London, Mar 31 — A press report, dated Mar 30, states: The International Oil Pollution Compensation (IOPC) Fund has started paying nearly P3 million to residents of Iloilo City affected by last year's oil spill off Guimaras (from non specific tanker *Solar 1*). Claims manager Patrick Joseph said the IOPC Fund will pay a total of P2,790,614 to 819 residents of coastal villages in this city. The residents received checks ranging from P1,200 to P6,200 at the Barangay (village) Fundidor gymnasium on Thursday (Mar 29) and Friday. Joseph said the oil spill had "minimal effect" on claimants in Iloilo City. "They suffered disruption of their fishing for around two weeks," Joseph said. City Agriculturist Jose Gil Parreñas said the claimants are fishermen living along the coastline and the Iloilo River. The IOPC will also pay P57 million to around 11,000 claimants elsewhere in Iloilo province. Last year, the Fund paid around US\$2.4 million (P118.5 million at P49.375=\$1) to 11,225 Guimaras residents. The victims received from P4,800 to P32,000 each from the IOPC, a London-based intergovernmental agency that indemnifies losses resulting from oil spills. Joseph said they would evaluate the claims of around 15,000 others residents of Guimaras for the next round of payments.

London, Apr 1 — A press report, dated today, states: The vessel hired to recover oil from non specific tanker *Solar 1*, which sank off Guimaras waters last year is set to finish its work on the two remaining tanks and may have to go back to the Breco Port in Bacolod City by tomorrow before it goes back to its base in Singapore after three weeks of operation in Guimaras. Task Force SOS chairman, Secretary Rafael Coscolluela said, only about 5,000 litres of bunker oil were recovered from the sunken vessel off Guimaras waters by hired vessel *Allied Shield* of Sonsub of Singapore out of the 2.1 million litres allegedly carried by *Solar 1*. "We have to say goodbye to the sunken vessel for it can not be salvaged and refloated anymore," said Task Force SOS chairman, Secretary Rafael Coscolluela on Friday (Mar 30). Coscolluela said, there are 10 oil tanks of the vessel and eight were already opened by the vessel's equipment. At 210 litres capacity each tank, there might be some 400 liters or less remains in the two closed tanks which is minimal to cause a major oil spill. Coscolluela said the oil recovery vessel arrived in Bacolod on Mar 10 and immediately started operation. Sonsub

will be paid P10 million per day of operation or about P200 million for its work. It was reported earlier that the insurer Protection and Indemnity Club (P&I) has allotted some US\$ 10 million for the operation in Guimaras. The TF SOS chair said the oil recovery operation is needed to ensure that no further damage will incur to the environment caused by the oil spill. Commodore Arturo Olivario of the Philippine Coast Guard (PCG) and member of the National Disaster Coordinating Council (NDCC) said, the PCG has established a one kilometre exclusive zone at the ground zero. PCG contingency plans include oil spill response tugboats equipped with oil dispersants, oil skimmers for mechanical recovery of oil and spill booms for containment. An aircraft equipped with airborne dispersant capability is also monitoring the area.

London, Apr 2 — A press report, dated today, states: The oil recovery operations of the sunken non specific tanker *Solar 1* in Guimaras Strait finally concluded. *Allied Shielda* vessel of Sonsub, an Italian firm hired for the oil siphoning operation, also left for Singapore Sunday night (Apr 1). Presidential Adviser for Western Visayas Rafael Coscolluela said only minimal oil recovered from the ship for the past several days of underwater retrieval operations. Though, Coscolluela said, "It is good to note that the operations were already done so Petron can begin immediately for the second phase of rehabilitation for the affected areas in Guimaras involving various government and private sectors. Records showed only eight tanks were penetrated and at least 5,000 litres have been recovered. Oil recovery experts, however, believed that *Solar 1* is already empty. Petron's Carlos Tan of Health and Sanitation Department, however, said *Solar 1* will be left forever underwater for it will cost Petron millions of pesos if it will physically retrieved. "We will be spending more or less P10 million daily if the sunken vessel will be hauled from the ocean bed," he said, adding, "It's better to pay the insurance than to retrieve it." The sunken vessel is also a potent medium to be an artificial reef within the Guimaras straight, Coscolluela added. Tan, on the other hand, said they will continue their rehabilitation efforts in Guimaras for as long as they are needed there.

SOUTHERN HARRIER

Cape Town, Mar 30 — On Mar 9 GMC Contractors raised the sunken fishing (general) *Southern Harrier* in the port of Cape Town, where it had been submerged in about 12 metres of water for a lengthy period of time. The vessel will be demolished at Cape Town. — Offshore Maritime Services cc. (Note — *Southern Harrier* sank alongside berth at Cape Town previous to Dec 3, 2001.)

SPIRIT OF ONTARIO I (U.S.A.)

London, Apr 3 — A press report, dated Apr 2, states: The city of Rochester said today it is selling passenger ro/ro *Spirit of Ontario I* to FRS, a German ferry

operator, for \$30 million. The sale, secured by a \$3 million down payment, should be completed by the end of April, and she will ply the Mediterranean between Spain and Morocco, Mayor Robert Duffy said. The ferry has been docked in Nova Scotia, Canada, since December, and the city still carries a \$20 million debt, to be paid back over 15 years.

STAR FERRY 1 (Philippines)

Manila, Mar 30 — Roll On Roll Off *Star Ferry 1* has moved from Mayon Docks shipyard in Albay province to Philippine Trigon Shipyard in Cebu province in the central Philippines. The vessel arrived at Philippine Trigon Shipyard on Mar 28 and will be drydocked there for repairs. — Lloyd's List Correspondent.

STAR MARINER (South Korea)

See *Meisheng 3698*.

STOLT GANNET (Cayman Islands)

London, Mar 30 — Chemical tanker *Stolt Gannet* (4950 gt, built 1992) reported a small crack between 6P and the double bottom in the Cabot Strait, in lat 47 30N, long 59 55W, at 1808, EDST, Mar 29.

SUN MAIDEN (Canada)

London, Mar 29 — Fishing (general) *Sun Maiden* (148 gt, built 1974) grounded in lat 49 07 28N, long 123 10 48W, at 2252, PDST, Mar 28, while leaving Steveston Harbour, British Columbia.

London, Mar 29 — Following received from Victoria, BC, RCC, timed 1946, UTC: Fishing (general) *Sun Maiden* refloated by its own means with no damage and proceeded on voyage.

TAKU (U.S.A.)

Seattle, Mar 29 — Repairs to passenger ro/ro *Taku* are estimated at \$40,000 by the shipyard and will not effect the completion date of the vessel's refurbishment. — Lloyd's Agents.

TASMAN COMMANDER (Hong Kong)

London, Apr 3 — General cargo *Tasman Commander* sailed from Noumea on Mar 30 bound for Suva.

TINAI (South Korea)

Bahrain, Apr 1 — General cargo *Tinai* (12379 gt, built 1991) has arrived at Bahrain for repairs. The vessel had a fire in the engine-room at Sohar port and was towed to Asry for the repairs. — Lloyd's Agents.

VELAZQUEZ (U.K.)

London, Mar 29 — Understand the Marine Accident Investigation Branch is investigating a collision between Container Carrier *Velazquez* (7519 gt, built 2003) and fishing (general) *Sant Yann II* (146 gt, built 1989) on Mar 17. (Note — *Velazquez*, which operates between Bilbao, Dublin and Liverpool, sailed Bilbao Mar 17 and arrived Dublin, Mar 18.)

VORNAES II (Panama)

London, Apr 4 — Information received, dated Kiel today, states: Tug *Vornaes II* (515 gt, built 1970) got the tow rope of barge *Iholm II* (5071 gt, built 1978), which it was towing, into its propeller, when on Kiel-Holtenua roads at 1700 hrs, yesterday. The rope broke and the barge grounded at the embankment of the SAR base of the "Marinefliegergeschwader 5" in Holtenua. Two other tugs refloated the barge and towed it to the Scheermole in Kiel harbour, where *Vornaes II* was also berthed. Both vessels are to be surveyed by divers before being allowed to proceed. Investigations continue.

W.D.FAIRWAY (Netherlands)

London, Apr 4 — Container Carrier *MSC Joanna* has finally been allowed to leave the port of Tianjin following a collision with hopper dredger *W.D.Fairway* four weeks ago, after the boxship's insurer provided the required undertakings to the local authorities. The 9,200 teu vessel, operated by Mediterranean Shipping Co, left the port on Sunday (Apr 1) according to Huatai Insurance Agency, the P&I Club correspondent for MSC in Tianjin. "We've provided undertakings to the Tianjin Maritime Safety Administration, which provided the salvage services after the event, and the dredger owner," said an HIA official.

WINONA (Antigua & Barbuda)

London, Apr 2 — General cargo *Winona* arrived Dunkirk Mar 29.

YAHATA MARU NO.15 (Japan)

London, Apr 3 — Following navigation warning issued today: Fishing vessel (trawler *Yahata Maru No.15*, 160 gt, built 1983) on fire and adrift in lat 42 48.9N, long 145 14.6E, at 0355, UTC, today.

London, Apr 3 — Following received from Japan Coast Guard, timed 0715, UTC: A Coast Guard vessel is en route to assist trawler *Yahata Maru No.15*. All crew are safe.

London, Apr 3 — Following navigation warning issued at 1615, JST: On fire and adrift (trawler *Yahata Maru No.15*) removed by towing.

YONG XING (Hong Kong)

Chittagong, Apr 2 — After completion of necessary repairs container Carrier *Yong Xing* sailed Mar 28 for Singapore, as confirmed by the Agent and Port Control Department of Chittagong Port Authority. — Lloyd's Agents.



SOMALIA

London, Apr 3 — A press report, dated Apr 2, states: General cargo *Nimatullah* chartered to Somali businessmen was hijacked off Somalia coast overnight, reliable and

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commercial sources say today. Sources close to businessmen that chartered the ship say that it was seized by Somali pirates near the coast of Mogadiscio main port and then take it into northern coast of Puntland. *Nimatullah* was carrying several tones of commercial goods. Fourteen Indian crewmembers are reportedly to be onboard the hijacked ship which sailed from Dubai and was due to Mogadishu to offload commercial goods.

London, Apr 3 — A press report, dated today, states: Somali pirates armed with assault rifles and rocket-propelled grenades have hijacked general cargo *Nimatullah* as it was preparing to dock at Mogadiscio port, officials said today. The vessel was delivering nearly 900 tons of cargo when about 10 pirates in a speedboat overpowered the 14-member crew early yesterday, said Andrew Mwangura, head of the Kenyan chapter of the Seafarers Assistance Program. “The crew told us by telephone that they had been hijacked by Somali pirates,” said Hussein Ali Jillow, a Somali businessman who hired the cargo ship. “The crew did not say anything about their conditions.” No ransom has been demanded, Mwangura added.

London, Apr 4 — Somali pirates have taken a merchant vessel captive, the second such seizure in the past five weeks. The vessel was boarded by 10 armed hijackers as it entered the capital city Mogadishu on Monday (Apr 2). The International Maritime Bureau was yesterday seeking confirmation of the identity of the vessel, thought to be named *Nimatullah*. No ransom demand has yet been lodged for the 14 seafarers onboard. The ship’s charterer, Somali businessmen Hussein Ali Jillow, said: “The crew told us by telephone that they had been hijacked by Somali pirates. The crew did not say anything about their conditions.” This hijacking follows the capture in February of *Rozen*, on charter to the United Nations, with a crew of six Kenyans and six Sri Lankans on board. The men are still being held off the coast of the semi-autonomous Puntland region, although there are reports from Kenya of negotiations over their future.

Port State Control



UNITED STATES

London, Mar 30 — A report in today's edition of “Newsfront”, states: Tanker operator Ionia Shipmanagement is suing the U.S. government to fight the “improper detention” of a tanker and crew by US authorities. Lawyers for the owner of product tanker *Kriton* (28933 gt, built 1991) say the US Coast Guard (USCG) exceeded its authority under U.S. law and international treaty and since Mar 21, is violating the human rights of the ship’s crew at New Haven, Connecticut over pollution charges. The 1991-built vessel is being

detained on suspicion of an oily-water discharge record offense after it passed a port-state control (PSC) inspection with flying colours, claims Ionia’s lawyers Chalos, O’Connor & Duffy of Long Island. Lawyer George Chalos claims in legal filings for Katy Therapiotis-controlled Ionia and related parties, that the detention is illegal in itself and so are the conditions being imposed to secure the ship’s release. Chalos says demands that 12 crew members be put off the ship and detained at New Haven violate human decency. The government claims Ionia is a repeat offender that has failed to comply with a probation agreement over a previous pollution conviction. As a condition of release, the US prosecutor wants a \$1m bond posted plus “a surety agreement acceptable to the USCG”. Authorities have also identified 12 crew members whom they wish to interrogate and is demanding these be put off the ship and housed in a New Haven motel at company expense for at least 150 days with pay, per diem expenses and a guarantee of continued employment. According to the ship’s lawyers, early Mar 21, a few hours after a no-deficiencies PSC inspection, USCG personnel re-boarded *Kriton*, along with Department of Justice investigators. They issued a deficiency form on the grounds of “a suspected Marpol violation of improper oil record book”. Though the master protested the tanker was detained on an order stating that because of the suspected improper oil record book, the ship “poses a potential hazard to the port of Hew Haven and the waters of Long Island Sound”. Lawyers for the owner claim that to put the seafarers off and house them in New Haven for five months would be “to purposefully infringe ... upon these 12 individuals’ core human rights, civil liberties, personal freedoms and principles of fair treatment of foreign seafarers”. An emergency hearing is set for late Mar 30 to consider the lawyers’ demand the ship be released.

London, Apr 3 — Crew detentions in the US over alleged oil record book-related violations have once again been thrust into the spotlight after Piraeus company Ionia Management sued the government for the release of the product tanker *Kriton*. Law firm Chalos, O’Connor & Duffy has asked the federal court in Connecticut to order the release of the 1991-built, 44,999 dwt, Bahamas-flag ship, which Ionia claims has been illegally detained in New Haven since Mar 21 on a “suspected Marpol violation relating to an improper oil record book”. Authorities are understood to have demanded that 12 crew members, including the master, would be taken off the ship as potential witnesses and housed in a New Haven motel at the company’s expense for at least 150 days with pay, a daily allowance and a guarantee of continued employment so that they could be interrogated. Lawyers claim that to house the 12 crew in New Haven for five months would be “to purposefully infringe upon

their core human rights and principles of fair treatment of foreign seafarers”. “The 12 are unsophisticated, hard-working foreign nationals whose civil liberties and personal freedoms are irrevocably protected by international, federal state and local law and are being inexcusably disregarded by the USCG,” the complaint claims. An emergency hearing has already taken place to hear the lawyers’ arguments. The plaintiff claims the *Kriton* passed a port-state control inspection “with flying colours” on Mar 21, but US Coast Guard and US Department of Justice officials boarded it again and issued a deficiency on the oil record book count. The tanker was detained because the violation was said to pose “a potential hazard to the port of Hew Haven and the waters of Long Island Sound”. Authorities have demanded a \$1m bond in addition to a surety agreement acceptable to the USCG. Reports have suggested that the government deems Ionia a “repeat offender” that has violated probation on a previous infraction. Ionia’s record has a previous oil pollution guilty plea involving the *Alkyon*, a 1981-built, 18,277 dwt, Bahamas-flag combined chemical and oil tanker. In the *Kriton* case, the plaintiff attorneys allege that the USCG’s actions exceeded its authority under US law and under international treaties and the conditions to secure the ship’s release are illegal as well.

Seizures & Arrests



ASIAN EXPRESS (Maldives)

Kochi, Apr 2 — General cargo *Asian Express* is still at Tuticorin anchorage under arrest. — Lloyd’s Agents.

BIGA (Canary Islands)

Bilbao, Apr 2 — General cargo *Biga* is still under embargo at Bilbao. — Lloyd’s Agents.

BOREAS (Cyprus)

Bilbao, Apr 2 — General cargo *Boreas* is still under embargo at Bilbao. — Lloyd’s Agents.

CHERYL ANNE (Philippines)

Manila, Mar 29 — Tug *Jacob* and barge *Cheryl Anne* are still detained at Surigao Port. Coast Guard officials, guarding the two vessels, said they had still to receive release orders from the relevant maritime regulatory agencies. The Department of Environment and Natural Resources earlier reported that it was releasing *Jacob* after its owners paid fines for bringing hazardous waste into the country without proper authorisation. *Cheryl Anne*, on the other hand, has a pending request to be allowed to leave for drydocking, in order to have a hole in its hull repaired. — Lloyd’s List Correspondent.

EGEON P. (Greece)

London, Mar 30 — A report in today's edition of "Newsfront" states: After being seized by a private creditor in November, 2004, in pursuit of a Euros 9,102 claim in an action against the registered owners: Egeon P. Shipping Company, bulk cement carrier *Egeon P.* (992 gt, built 1971) has once again been listed for auction, this time on May 2. Lying in Perama, this 1971-built vessel has a start-up price of Euros 46,670.

FATEZH (Ukraine)

Reunion, Apr 4 — General cargo *Fatezh* (6079 gt, built 1981) was arrested yesterday afternoon by two cargo receivers. — Lloyd's Agents.

HEBEI CENTURY (Hong Kong)

Zeebrugge, Apr 3 — The departure of combined bulk and oil carrier *Hebei Century* was duly authorised and the vessel departed from Antwerp at 1459 hrs, Mar 30, bound for Narvik. — Lloyd's Sub-agents.

MEDKHANUN 3 (East Timor)

London, Mar 30 — A press report, dated Mar 29, states: East Timor flagged fishing (general) *Medkhanun 3* (141 gt, built 2001) confiscated by the Australian government will be scuttled to form a new artificial reef in the Northern Territory. The gillnetter caught last year in Australia's northern waters, will be sunk in Darwin harbour. Federal Fisheries Minister Eric Abetz said the plan to turn the 27 metre steel hulled vessel into a reef was put forward by the territory's Amateur Fishermen's Association. "The NT government will now make arrangements to sink the vessel at a suitable location within Darwin harbour," Senator Abetz said in a statement. "The sunken vessel will create an artificial reef that will become an attractive site for recreational fishing and diving." The master of *Medkhanun 3* was convicted and fined \$150,000 for illegal fishing offences.

ORESTES (Panama)

Bari, Mar 29 — Passenger ro/ro *Orestes* has been sold for scrap. The vessel sailed Bari Mar 28 for Durres, in tow of tug *Ocean Ergun*. — Lloyd's Agents.

PLAVA (Albania)

Bari, Apr 2 — General cargo *Plava* is still under arrest at Bari. There are no prospects for its release. — Lloyd's Agents.

RIF (Russia)

Odessa, Apr 2 — General cargo *Rif* is still under arrest. — Lloyd's Agents.

SEA ALBATROSS (Ukraine)

Zeebrugge, Apr 3 — Roll On Roll Off *Sea Albatross* (8460 gt, built 1977) was arrested on Mar 30. — Lloyd's Sub-agents. (Note — *Sea Albatross* arrived at Antwerp at 1246 hrs, Mar 29.)

SHIREEN S. (U.K.)

Maassluis, Apr 2 — Tug *Shireen S.* is still under arrest at Rotterdam. — Lloyd's Sub-agents.

TALING (Netherlands)

Maassluis, Apr 2 — Pontoon *Taling* (824 gt, built 1985) is currently under arrest. — Lloyd's Sub-agents. (Note — *Taling* arrived at Dordrecht on Apr 8, 2006.)

TIBER (Albania)

Bari, Apr 2 — General cargo *Tiber* is still under arrest at Bari. — Lloyd's Agents.



SAMARA REGION, RUSSIA

London, Apr 2 — Some 20 tonnes of oil spilled in the Samara region as a result of a oil pipeline break, an official of the Emergencies Ministry's regional department said today. "The Bobrovka-Kuleshovka oil pipeline in the Neftegorsk district broke on Sunday. According to preliminary estimates, pipe weld cracking was the reason of the spill," the official said. "Oil spilled over a 300-square-metre territory. There is no danger of polluting water reservoirs," the source said. Rescue teams are skimming off oil and cleaning polluted soil at the site of spillage.

TATARSTAN, RUSSIA

London, Apr 1 — A press report, dated Mar 30, states: Seven tonnes of crude have spilled from the Almet'yevsk-Perm trunk pipeline in Tatarstan, a source at the Tatarstan Emergency Situations Ministry press service told Itar-Tass on Friday (Mar 30). He said the spill from the pipeline owned by the Northwestern Trunk Oil Pipelines Company had occurred through depressurization of a valve. About 3,000 square metres were polluted. "The spill will not reach the Ik River, a tributary of Kama, which is only one kilometre away," he said. The oil deliveries were suspended. "The accident is being cleaned up. A new valve is being installed and the polluted soil is being removed by bulldozers and excavators and taken away," he said. According to the preliminary information, the valve was defective.

VITEBSK REGION, BELARUS

London, Apr 3 — A press report, dated Apr 2, states: As many as 163 workers and 61 machines on Monday (Apr 2) were involved in cleaning up two rivers after a diesel fuel spill on Mar 23. Over 1,000 tons of diesel fuel is estimated to have been leaked from a Russian-owned pipeline to the Western Dvina, which flows to Latvia and into the Baltic Sea, and its tributary, the Ulla, near Beshankovichy, Vitsyebk region. As Vital Navitski, spokesman for the emergency management ministry, told BelaPAN, a ton of oil absorbents was spread out along the polluted section of the river to soak up the spilled fuel on Apr 1. "The Ulla's shore section of 340

square metres was cleaned up on Apr 1. The clean-up of the Western Dvina's shore and surface section of 800 square metres was carried out. One ton of a mix of absorbents and polluted water was removed," the official said. The fuel spill appears to have caused no massive fish kill in the rivers, Mr. Navitski noted. Despite the clean-up effort, patches of diesel fuel from the spill floated from the scene of the accident to Latvia more than 150 kilometres downstream last week. Latvian media outlets reported that a nearly 100-kilometre section of the Daugava (Western Dvina) on the Baltic country's territory was covered with the fuel. The Latvian government has announced plans to demand compensation from Minsk for damage caused by the spill.



ATACAMES AREA, ECUADOR

London, Apr 2 — An oil spill of 15 miles long and 10 metres wide is today affecting waters of the Ecuadorian beach resort of Atacames in Esmeraldas province. Fishermen from that southern province denounced the pollution six days ago, but it was only recently confirmed and the National Navy took action, the country's mass media stated. According to the first estimates, the crude oil spot is located some 20 miles off the coast of Monpiche, near the resort of Atacames, although it also affects the coastal zone of that beach. The Northern Operation Command of the Navy destined a helicopter and a sea exploration plane to locate the pollution and implement actions to reduce damages to the ecosystem. It is estimated that fuel spillage was caused by the breakage of an underground pipe that transfers oil from land to tankers, said Petroecuador president Carlos Pareja.

MULGRAVE, CANADA

See "Rowan Gorilla VI" under "Marine".

VIETNAM

London, Apr 2 — A press report, dated Apr 1, states: Vietnam's prime minister has ordered an international investigation into mysterious oil spills that have blackened some of the country's most popular beaches after ruling out the country's oil rigs. "We have run thorough checks using vessels and aircraft on our seas and found that our oil wells are safely operated and are not the culprit of the oil spills," Nguyen Tan Dung told delegates at the National Assembly in a live television broadcast Saturday (Mar 31). Dung was referring to two spills that occurred this year, one in January that hit beaches in the central part of the country and the second detected on Mar 11 along the southern coast. State

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oil monopoly PetroVietnam president Dinh La Thang said tests showed the oil in the spill was crude oil from outside Vietnam, local media reported on Saturday. "The Foreign Affairs Ministry has been designated as the lead agency along with the Ministry of Environment and Natural Resources and other agencies to work with other countries in the region and in the world to find the solution and limit the damage to our country's environment," Dung said. The National Committee for Search and Rescue said residents had so far collected nearly 1,500 tons from the two mysterious spills. The oil had affected popular Da Nang beach and all 125km of Quang Nam province's coastline, including Hoi An, a UNESCO heritage site. Officials from Da Nang said on Saturday that waters have been clear for several weeks now. The second oil spill in the south has affected shrimp and mussel farms along coast, local media reported on Saturday. The Ministry of Natural Resources and Environment and authorities of affected provinces and cities were assessing losses, which would be used as a proof to demand compensation after the sources of the spills were traced.

Weather & Navigation



SOUTH AFRICA

London, Mar 30 — A press report, dated today, states: Port operator SA Port Operations claims that delays for ships waiting to dock at South Africa's Durban container terminal will be back to normal by this weekend, but shipping lines consider this to be overly optimistic. The delays were caused by the closure of the port following severe weather early last week. The normal target is that delays to berth at the Durban container terminal should not exceed 16 hours. Yesterday there were 10 vessels waiting to berth with average delays of between 11 and 14 hours.

London, Apr 2 — A press report, dated today, states: South Africa Port Operations (SAPO) has said that it is catching up with the backlog caused by the recent spate of bad weather at Durban. Delays of between 48 and 72 hours resulted after strong gale force winds struck the port and heavy swells prevented ships from entering or sailing for almost two days. SAPO reacted by introducing a contingency plan to catch up the backlog as quickly as possible and a spokesman said last week he was confident this would soon be cleared.

TROPICAL CYCLONE "CLIFF"

London, Apr 4 — Following received from the Meteorological Office, dated today: Tropical cyclone "Cliff" was located near lat 16.8S, long 179.5W, at 0600, UTC, today. Movement over the past six hours: 110 deg at 11 knots. The

position is accurate to within 60 nautical miles and is based on the centre being located by satellite. Maximum sustained winds: 35 knots with gusts to 45 knots. Forecast for 0600, UTC, Apr 5: Position: lat 20.5S, long 176.7W. Maximum sustained winds: 55 knots with gusts to 70 knots. Radius of 34-knot winds 70 nautical miles in the south-east quadrant, 65 nautical miles elsewhere.

TROPICAL CYCLONE "JAYA"

London, Apr 2 — Following received from the Meteorological Office, dated today: At 0600, UTC, today, the centre of tropical cyclone "Jaya" was located near lat 15.1S, long 54.8E, approximately 505 nautical miles east-northeast of Antanarivo and has tracked westward, or 270 degrees, at nine knots over the past six hours. The position is accurate to within 40 nautical miles and is based on the centre being located by satellite. Present wind distribution: maximum sustained winds: 90 knots, gusts 110 knots. Radius of 64 knot winds: 30 nautical miles in all four quadrants. Radius of 34 knot winds: 90 nautical miles in the north-east and north-west quadrants and 105 nautical miles in the south-east and south-west quadrants. The maximum significant wave height is 27 feet. At 0600, UTC, Apr 3, the centre is predicted to be near lat 15.5S, long 50.9E, with maximum sustained winds of 75 knots and gusts to 90 knots.

London, Apr 3 — A press report, dated today, states: After a lull of several weeks another cyclone is heading towards the north east coast of Madagascar. Yesterday tropical cyclone "Jaya" passed slightly to the north of Tromelin heading westward in the direction of Madagascar along a similar path to that taken by the previous cyclone "Indlala", which came ashore on the northern Madagascan coast leaving considerable devastation in several areas of the island. "Jaya" is expected to come ashore near Antalaha, in which case it is likely that the ports of Antsiranana and the main port of Toamasina will feel the effects of the storm. The port of Majunga on the west coast may also take some of the brunt of the storm as well. Meteo France recorded conditions as 950 hPa with winds of 85 knots at 0000, UTC yesterday, gusting to 110 knots. The storm was moving 270 degrees true at nine knots and waves in excess of eight metres were being measured.

London, Apr 3 — Following received from the Meteorological Office, dated today: At 0600, UTC, today, the centre of tropical cyclone "Jaya" was located near lat 14.6S, long 50.5E, approximately 330 nautical miles east-northeast of Antanarivo and has tracked west-northwestward, or 285 degrees, at 11 knots over the past six hours. The position is accurate to within 40 nautical miles and is based on the centre being located by satellite. Present wind distribution: maximum sustained winds: 80 knots, gusts 100 knots. Radius of 64 knot winds: 25 nautical miles in all four quadrants.

Radius of 34 knot winds: 85 nautical miles in the north-east and north-west quadrants and 100 nautical miles in the south-east and south-west quadrants. The maximum significant wave height is 26 feet. At 0600, UTC, Apr 4, the centre is predicted to be near lat 15.5S, long 46.8E, with maximum sustained winds of 45 knots and gusts to 55 knots.

London, Apr 4 — Following received from the Meteorological Office, dated today: Tropical cyclone "Jaya" was located near lat 15.3S, long 46.2E, at 0600, UTC, Apr 4. Movement over the past six hours: 260 deg at 11 knots. The position is accurate to within 60 nautical miles and is based on centre being located by satellite. Maximum sustained winds: 25 knots with gusts to 35 knots. Forecast for 1800, UTC, today: Position: lat 16.2S, long 44.0E. Maximum sustained winds 20 knots with gusts to 30 knots. Dissipated as a significant tropical cyclone over water.

London, Apr 4 — A press report, dated today, states: Tropical Cyclone "Jaya" came ashore on the north eastern coast of Madagascar yesterday and was expected to move across and into the Mozambique Channel north east of the port of Mahajanga during the night. The warning issued from the weather station on Reunion said the storm was expected to pass south of Nosy Be during the night. "Jaya" should come back over sea at Tropical Depression stage within the next night, south of Nosy Be." At this stage "Jaya" is not expected to intensify significantly over the Channel, due to an increasingly unfavourable upper air circulation.

TYPHOON "KONG-REY"

London, Apr 3 — Following received from the Meteorological Office, dated today: At 0600, UTC, today, the centre of tropical cyclone "Kong-Rey" was located near lat 16.9N, long 144.7E, approximately 115 nautical miles north-northwest of Saipan and has tracked north-westward, or 315 degrees, at 13 knots over the past six hours. The position is accurate to within 40 nautical miles and is based on the centre being located by satellite. Present wind distribution: maximum sustained winds: 70 knots, gusts 85 knots. Radius of 64 knot winds: 20 nautical miles in all four quadrants. Radius of 34 knot winds: 80 nautical miles in the north-east quadrant, 70 nautical miles in the south-east quadrant, 65 nautical miles in the south-west quadrant and 75 nautical miles in the north-west quadrant. The maximum significant wave height is 24 feet. At 0600, UTC, Apr 4, the centre is predicted to be near lat 22.0N, long 144.8E, with maximum sustained winds of 65 knots and gusts to 80 knots.

London, Apr 2 — Following received from the Meteorological Office, dated today: At 0600, UTC, today, the centre of tropical cyclone "Kong-Rey" was located near lat 13.4N, long 148.9E, approximately 250 nautical miles east of Guam and has tracked north-westward, or 325 degrees, at 15 knots over the past six hours. The position is

accurate to within 60 nautical miles and is based on the centre being located by satellite. Present wind distribution: maximum sustained winds: 65 knots, gusts 80 knots. Radius of 50 knot winds: 50 nautical miles in all four quadrants. Radius of 34 knot winds: 110 nautical miles in the north-east quadrant, 80 nautical miles in the south-east and south-west quadrants and 95 nautical miles in the north-west quadrant. The maximum significant wave height is 24 feet. At 0600, UTC, Apr 3, the centre is predicted to be near lat 17.4N, long 145.6E, with maximum sustained winds of 85 knots and gusts to 105 knots.

London, Apr 2 — A press report, dated today, states: The Port Authority of Guam is not issuing or receiving cargo. In preparation for the possible onslaught of typhoon conditions the agency is already taking precautionary measures. At the declaration of Condition of Readiness "2" the port normally will suspend issuing and receiving operations in order to secure the container yard for inclement weather. All vessels in port are also required to leave the harbour. Normal operations will resume upon declaration of COR4. The Port has also opened the Harbour of Refuge for boaters who may not feel secure at their current location. Vessels will be accepted until COR1 is declared.

London, Apr 3 — A press report, dated today, states: Typhoon "Kong-Rey", as of 0500, was located 75 miles east southeast of Saipan and 80 miles east of Tinian, in the Commonwealth of the Northern Mariana Islands. "Kong-Rey" is moving northwest at 16 mph, according to the National Weather Service, with maximum sustained winds of 75 mph. The National Weather Service cancelled the typhoon warning for Guam at 2000, last night, and Maj. Gen. Donald Goldhorn declared the island as all clear and in Condition of Readiness 4. "Kong-Rey" was located 120 miles east northeast of Rota, which according to National Weather Service officials, could still feel tropical storm winds last night and this morning.

London, Apr 4 — Following received from the Meteorological Office, dated today: Typhoon "Kong-Rey" was located near lat 21.1N, long 145.2E, at 0600, UTC, Apr 4. Movement over the past six hours: 30 deg at 16 knots. The position is accurate to within 60 nautical miles and is based on centre being located by satellite. Maximum sustained winds: 65 knots with gusts to 80 knots. Radius of 50-knot winds: 50 nautical miles in the north-east quadrant, 45 nautical miles in the south-east quadrant, 40 nautical miles elsewhere. Forecast for 0600, UTC, Apr 5: Position: lat 25.5N, long 150.7E. Maximum sustained winds: 40 knots with gusts to 50 knots. Dissipating as a significant tropical cyclone over water. Radius of 34-knot winds 70 nautical miles in the north-east quadrant, 65 nautical miles in the south-east quadrant, 60 nautical miles in the south-west quadrant and 55 nautical miles in the north-west quadrant.

UNITED STATES

London, Apr 3 — The Chesapeake and Delaware Canal was closed due to fog today, according to a US Coast Guard's Notice to Mariners.



AFGHANISTAN

Kabul, Apr 3 — A strong earthquake struck the Hindu Kush mountains of Afghanistan today, with tremors felt across Pakistan and India, but there were no immediate reports of damage or casualties. The earthquake of magnitude 6.2 struck 260 km north-east of Kabul, the United States Geological Survey (USGS) and officials at Pakistan's meteorological department said. Authorities in Faizabad, the capital of Afghanistan's Badakhshan province and the town nearest the epicentre, were trying to contact outlying districts to assess damage and casualties, Deputy Governor Shams-Ur Rahman said. Relief agency workers in the provincial capital described how the ground and buildings shook during the quake at around 0805 hrs (0335, UTC). "It lasted for more than a minute," said Mohammed Wais, an official at the Agency for Technical Cooperation and Development in Faizabad, adding: "We don't see at the moment any damage in the area." — Reuters.

INDONESIA

London, Apr 3 — A press report, dated Apr 2, states: A strong 5.8-magnitude earthquake hit off Indonesia's northern Sulawesi province, geologists said, but there were no immediate reports of casualties or damage. The quake struck overnight around 90 km north-east of Bitung, the main port in North Sulawesi province, the Meteorology and Geophysics Agency said. Ali Imran from the agency said the quake struck at a depth of 95 km. It was felt moderately in Manado, the capital of North Sulawesi just 40 km west of Bitung.

SOUTH PACIFIC

London, Mar 30 — A press report, dated today, states: Port operator SA Port Operations claims that delays for ships waiting to dock at South Africa's Durban container terminal will be back to normal by this weekend, but shipping lines consider this to be overly optimistic. The delays were caused by the closure of the port following severe weather early last week. The normal target is that delays to berth at the Durban container terminal should not exceed 16 hours. Yesterday there were 10 vessels waiting to berth with average delays of between 11 and 14 hours.

London, Apr 2 — Following navigation warning issued today, states: A magnitude 7.8 earthquake off the Solomon Islands in the South

Pacific, in lat 08 36S, long 157 12E, at 1740, UTC, Apr 1, could generate tsunami. Vessels in coastal areas requested to be caution advised.

London, Apr 2 — A press report, dated today, states: A tsunami alert has been issued for the far north-east coast of Queensland after a earthquake measuring 7.6 on the Richter scale hit the Solomon Islands this morning. The Bureau of Meteorology says there is a possible tsunami threat to Willis and Barrier Reef islands. It is believed the tsunami could start affecting Cooktown from 0930, local time. It could then hit Cairns, Gladstone and Mackay. The US Geological Survey says the quake's epicentre was located 45 kilometres south of the New Georgia Islands, around 350 kilometres west-north-west of the capital Honiara, at a depth of 10 kilometres. A journalist at the Solomon Islands Broadcasting Corporation in Honiara said that early reports from the island of Simbo spoke of damage to houses and waves travelling 200 metres inland. Solomons police say there have been no reports of fatalities but they have confirmed some tidal damage to property on the islands of Gizo, Lefung and Taro. Emergency crews will travel to the islands to assess the damage and help those affected. The Pacific Tsunami Warning Centre in Hawaii has also issued a warning based only on the size of the quake.

Sydney, Apr 2 — Many of Australia's east coast ports took precautionary measures this morning after the Bureau of Meteorology issued a tsunami warning for Australia's east coast. The Pacific Tsunami Warning Centre recorded an earthquake, rated 8.1 on the Richter scale, near the Solomon Islands at 0640 hrs today. The bureau had issued a tsunami warning to the Queensland coast and the Barrier Reef islands by 0750 hrs but reports suggest the subsequent waves were not unusual. All Queensland ports contacted by Lloyd's List DCN this morning said they had taken precautionary measures because of the unusual nature of the bureau's warning. It is believed to be the first time such a warning has been issued for Australia's east coast. A Sydney Ports spokeswoman said harbour control had changed the arrival and departure schedules of two container ships and a car carrier. Ships waiting at the bulk liquids berth at Port Botany were advised to keep their hoses down or to keep them disconnected. The measures were all "preventative", the spokeswoman said. Queensland and NSW beaches were closed for most of the morning, while ferry operations in Sydney Harbour were partially suspended. Dredgers at the port of Brisbane were taken to deeper water and small craft advised to take precautions. Early this afternoon, the bureau said the threat to Queensland's coast had now eased but was still warning ships to stay in deep waters. "Dangerous waves and currents may affect beaches, harbours and river mouths for several hours from the time of initial impact," the bureau said. — Lloyd's List Daily Commercial News.

London, Apr 2 — An Oceania Marine Services report, dated today, states: A Tsunami alert was broadcast for the east coast of Australia this morning after an earthquake off the Solomon Islands. No tidal effects were subsequently felt on the Australian coast and the Tsunami warning was cancelled. All coal ports continued to operate as per normal. Bulk delay report compiled today: There are 15 handymax, 96 Panamax and 96 capesize vessels at anchor off the main Australian coal and iron ore ports. Delays for vessels arriving today: Abbot Point six to 14 days, Hay Point and Dalrymple Bay 20 to 25 days, Gladstone 12 to 13 days, Newcastle 24 to 25 days, Port Kembla four days, Dampier 10 to 14 days, Port Walcott 12 to 20 days, and Port Hedland six to 10 days.

London, Apr 2 — A press report, dated today, states: At least 12 people have died in the Solomon Islands after a tsunami swept ashore following a strong undersea earthquake in the South Pacific. The main town in the western Solomons, Gizo, was hit by waves several metres high that swamped buildings and washed people out to sea, officials said. Local officials feared the numbers of dead could rise, with reports of outlying villages being destroyed. The quake measured 8.0 on the Richter scale and hit at 0740, local time, today (2040, UTC, Apr 1). It struck 345 km north-west of the Solomon Islands' capital, Honiara, the US Geological Survey said, at a depth of 10 km below the surface. Gizo, a small fishing town and diving centre on Ghizo island, was only 45 km from the epicentre. A tsunami warning for the Pacific from Australia to Alaska was issued but later cancelled. Prime Minister Manasseh Sogavare said government officials and the Red Cross were setting up a base at Munda in the Western Province to co-ordinate assistance. The government's website said 12 people had been killed but officials said that figure was certain to rise. Deaths and widespread damage have been reported on Simbo, Choiseul and Ranunga islands near Ghizo, government spokesman Alfred Maesulia said. "There are reports that some villages were completely washed away. It was reported that 300 houses were completely destroyed in Sasamunga village alone," he said. "Some people were seen floating on the sea during the big waves but it was difficult to go near them." The tsunami inundated the town's hospital, damaging it beyond use and knocked out telephone communications to the area. Britain's deputy high commissioner in Honiara said that four people were also missing from Mono Island. Residents of the Papua New Guinea port city of Rabaul reported seeing the sea recede down the beach, followed by high waves, but no damage was reported.

Honiara, Apr 3 — The Solomon Islands declared a state of emergency after an earthquake and a tsunami

struck, flattening villages causing widespread panic and killing at least 20 people with the toll expected to rise. A powerful magnitude 8.0 earthquake and tsunami hit the Solomons yesterday, and people from Honiara to Australia fled for the safety of higher ground. The shallow quake hit Gizo island, north-west of the Solomons capital Honiara, hardest. It damaged shops, schools and a hospital on the low-lying waterfront, while the following tsunami wave sucked dozens of houses into the sea. "There are a lot of people who are without shelter. We understand that a lot of villages in other areas of the Western Province and Choiseul Province were totally wiped out," Solomons National Disaster Council chairman Fred Fakari told Australian Broadcasting Corporation radio today. Fakari said disaster teams and international peacekeepers in the country had not yet reached the area and were hoping to arrive in Gizo today by helicopter to begin a full damage assessment. Western Province Premier Alex Lokopio said an estimated 4,000 people were sheltering in the hills amid warnings that quake aftershocks could generate more tsunami waves in coming days. Islanders were in desperate need of water, food and tents, he said. Fakari said the death toll was still unknown, but initial estimates pointed to at least 20 dead and more still missing. "We expect the number to rise, the toll to rise, as we reconcile all our reports and get down on the ground," he said. "We could not get reports from the more remote parts of the islands. People were too frightened to go back to their villages." Beaches along Australia's east coast were closed and ferry services halted in Sydney Harbour amid fears of a repeat of the 2004 Indian Ocean tsunami. Roads in Australia's north were gridlocked as residents fled the coast. The alert was lifted about nine hours later, with damage confined to the immediate area around the quake. Solomons Prime Minister Manasseh Sogavare's government declared a state of emergency yesterday. Government and Red Cross disaster teams are taking tents and supplies to the affected area. Australia, which said the wave also hit the western Papua New Guinea island of Bougainville, has offered A\$2 million (\$1.6 million) in aid. The United Nations said it had a full Disaster Assessment and Co-ordination (UNDAC) team on standby for deployment to the Solomons. Kevin McCue, the Director of the Australian Seismological Centre, said there was a strong chance more quakes would follow in the coming days on an undersea trench west of the Solomons. "This region typically has double earthquakes, six sets of them since 1907," McCue said, adding residents and rescue teams should be on alert for more quakes of up to magnitude 7.5. — Reuters.

London, Apr 4 — A press report, dated today, states: The first batches of international aid reached survivors of a

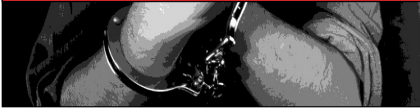
devastating tsunami in the Solomon Islands yesterday, but officials warned of a dire food shortage if supplies don't quickly get to hundreds of people camped on remote hillsides. At least 28 people died in Monday's (Apr 2) tsunami and quake, measured at a magnitude of 8.1 by the US Geological Survey. Disaster officials said the toll was expected to rise as rescue crews reached outlying villages that were flattened by the waves. Bodies could be seen floating in the water by authorities conducting aerial surveys of the destruction, but there was no official count of those missing. Some of more than 2,000 people who spent Monday night camped on a hill behind the town of Gizo returned yesterday to look for supplies or relatives. Others were too afraid to venture to the coast amid more than two dozen aftershocks, including at least four of magnitude-6 or stronger. Julian Makaa of the National Disaster Management Office said more than 900 homes had been destroyed around Gizo and about 5,000 people affected. Vessels reached Gizo yesterday from the Solomons' capital, Honiara, carrying food and other supplies, some of which was distributed to survivors.



SRI LANKA

Colombo, Apr 4 — Sri Lankan air force jets bombed and destroyed the headquarters of the Tamil Tigers' naval arm in the far northern district of Mullaithivu, the military said today. As the headquarters were inland in a town called Puthukkudiyiruppu, and the feared Sea Tiger fleet of attack boats are stationed near the coast, it was unclear if any rebel vessels were damaged, the military said. There were no details of any casualties, and there was no independent confirmation of what the air strike hit. "We took one target today. It was the Sea Tigers' headquarters, a fuel dump and vehicle parking area — all completely destroyed," air force spokesman Group Captain Ajantha de Silva said. "Right now the base is (on) fire." He said the air strike had also hit munitions stores. The Liberation Tigers of Tamil Eelam (LTTE) denied they have a Sea Tiger headquarters building in Puthukkudiyiruppu, saying the bombs had hit the office of White Pigeon, a local charity which makes prosthetic limbs for landmine victims. The attack comes amid a rash of near daily land and sea confrontations. More than 50 people have been killed since the weekend, including mostly civilians when 16 died in a bomb attack on a bus in the east blamed on the rebels — and more than 4,000 troops, civilians and rebels have been killed in the past 15 months alone. — Reuters.

Kidnappings



NIGERIA

London, Apr 1 — A press report, dated today, states: Gunmen in two speedboats abducted a British oil worker in a pre-dawn raid on a drilling rig 64km off the coast of Nigeria yesterday, officials and industry sources said. The gunmen first targeted a support vessel moored to the *Bulford Dolphin* rig, overpowered the crew, then climbed on to the rig and seized the Briton. The Foreign Office in London confirmed the abduction. "We can confirm there was an incident in the early hours of this morning in which a British national was taken hostage," a spokeswoman said. "We are in touch with the Nigerian authorities to try to secure a swift and peaceful resolution." A security expert said the kidnappers came from a coastal community in the Niger Delta that has had disputes with the operators of the rig in the past.

Abuja, Apr 4 — Two Lebanese construction workers, a British oil worker and a Dutch security manager kidnapped in Nigeria's oil-producing Niger Delta have been released, officials and industry sources said today. There are now no more foreign hostages being held in the Niger Delta. The two Lebanese were working for Setraco, a Nigerian construction firm under Lebanese management. Gunmen seized them from a bridge construction site in Bayelsa State on Monday (Apr 2). "They regained their freedom this morning. The government was able to secure their release without paying any ransom. The project will continue," said a Bayelsa government spokesman. The Briton was abducted on March 31 by gunmen in two speedboats during a dawn raid on the *Bulford Dolphin* oil drilling rig, 40 miles offshore. "I can confirm that he has been released. He is in good health as far as we know. He is due to see a doctor and I believe he will be on his way to Lagos," said a spokesman for the British High Commission in Abuja. The Dutch security manager working for German building contractor Bilfinger & Berger was seized on March 23 after a three-hour gunfight when men in three speedboats stormed a construction yard in Port Harcourt. Two security experts working for Western oil majors said the Dutchman had now been released. Sources said gunmen from the same coastal communities were involved in the abductions of the Briton and the Dutchman. Security sources said the Briton's kidnappers had disputes with the operators of the *Bulford* rig in the past. The *Bulford Dolphin* rig is owned by the Norwegian oilfield services group Fred Olsen Energy ASA and leased to Nigerian firm Peak Petroleum, which operates it in partnership with Equator Exploration. — Reuters.

Labour Disputes



AIR SENEGAL INTERNATIONAL PERSONNEL

London, Mar 29 — A press report, dated Mar 28, states: Air Senegal International personnel today halted their two-day strike over poor conditions of service and returned to work. Though the strike is over for now, the airline workers are expected to meet on Tuesday (Apr 3) to gauge the situation. Following hours of meeting involving the Senegalese government and Air Senegal workers in Dakar, a memorandum of understanding was signed. According to Moustapha Diakhate, a workers' spokesperson of Air Senegal, the Prime Minister, Macky Sall, promised to personally handle the matter with Moroccan authorities - who co-own the Senegalese airliner. PM Sall promised that the halt of strike would open negotiations between Senegalese and Moroccan partners so that workers' demands could be met. The airliner's management expressed their readiness to forward the demands of the workers to the next executive board meeting of the company. The two-day sit down strike came after several months of threats of launching a strike by the carrier's workers. The strike grounded all the company's flights.

BRAZIL

London, Apr 2 — A press report, dated Mar 31, states: Brazilian air traffic controllers returned to work early today and flights slowly departed from the country's airports, which were packed with thousands of stranded travellers, after about one-third of all outgoing flights were delayed or cancelled. Controllers returned to work after the government agreed to a series of demands, including pay rises. Brazil's airport authority, Infraero, said that because of the six-hour strike 82 flights were cancelled and 101 delayed — about a third of the 553 scheduled to take off. Police were called to all major airports to help deal with passengers outraged at the delays. In Rio de Janeiro, travellers broke computers at airline counters, while staplers were thrown at airline employees in Sao Paulo. Air traffic controllers went on a hunger strike yesterday in Brasilia's military-run control centre to protest over poor work conditions and equipment safety concerns. The strike spread to other control centres and all flight departures were suspended across the country. Brazil's Air Force, which is in charge of air traffic control, called the strike a mutiny and threatened to jail the strikers.

London, Apr 3 — The Brazilian government toughened its position in negotiations with air traffic controllers today, amid fears that a new strike could wreak havoc with flights over the Easter weekend. A strike by air traffic

controllers on Friday (Mar 30) halted flights nation-wide for nearly five hours. It ended when the government agreed to the controllers' demands for a bonus, review of the promotions system and a change in the military status of some controllers to civilian. However, yesterday, President Luiz Inacio Lula da Silva called the strikers "irresponsible" and appeared to back off a key demand that air traffic controllers be removed from military jurisdiction. Silva's reversal was apparently due to discontent in the military over his appearing to condone the controllers' violation of orders. "We want to negotiate with all parties, but we will not do this with a knife at the throat," Planning Minister Paulo Bernardo said today following a meeting with representatives of the striking controllers. "It is very difficult to negotiate with constant threats...of turning Easter into an inferno." The controllers' representatives left the meeting without speaking to reporters, but in a statement issued earlier, the Brazilian Association of Air Traffic Controllers said "there is no intention to paralyse work during Easter week." Yesterday, the military prosecutor's office asked the Air Force to investigate if middle and low-level controllers were insubordinate — leaving open the possibility that some of the strikers could be imprisoned.

ELWOOD (Panama)

Maassluis, Apr 2 — General cargo *Elwood*, now named *Cote Aranza* is still under detention at Bolnes. — Lloyd's Sub-gents.

FORTUNA I (Latvia)

London, Apr 2 — A press report, dated today, states: The crew of general cargo *Fortuna I* (1946 gt, built 1992), berthed in Greenore, Co Louth, is refusing to unload its cargo because they say they have not been paid for four months. The 11 Latvian men on board the vessel say that they are supposed to earn basic pay of Euro 257 per month, which unions claim is below minimum international labour organisation rates. However, International Transport Federation Inspector Ken Fleming alleges that, despite working approximately 300 hours a month, the men have received no money at all since November. The crew say they will not unload the ship, or leave Greenore, until they receive all arrears due to them.

London, Apr 2 — A press report, dated today, states: Siptu said today it is continuing efforts to resolve a pay dispute for the crew of general cargo *Fortuna I* in Greenore port, Co Louth. The Latvian crew of *Fortuna I* are in dispute with the ship's Latvian owner over payment arrears dating back four months and crew members stood down in protest. The 11 men claim they have not been paid since November and are now refusing to unload the cargo vessel at the Carlingford Lough port until their arrears are met. Siptu's International Transport Federation inspector, Ken Fleming, said the crew had been told repeatedly by the ship's

owner, Bruno Ginve, that they would be paid after the next trip but had sailed from port to port on false promises for the past four months. Mr Fleming said that following Siptu's intervention, Mr Ginve was now prepared to pay the workers two months' arrears up to January 2007 but could not offer any more because he did not have enough money. The crew, whose basic monthly pay is Euro 257, stood down at Greenore port on Friday (Mar 30) and insist they will now only maintain the safety of the vessel until the matter is resolved. The vessel is carrying 1,750 tonnes of steel bars for Galway-based importer Coen Steel.

FRANCE

London, Mar 31 — A press report, dated today, states: Workers at the French port of Marseille have ended an 18-day strike that had threatened to cut off fuel supplies to France and its neighbours. At least 30 oil tankers were prevented from docking by the strike. The dispute was over who should be authorised to discharge gas tankers at a new terminal, dock workers or employees of gas company Gaz de France. In talks between unions and employers, it was agreed the port workers would be allowed to load and unload gas. The port is the world's third biggest for dealing with oil products. Everyone is keen to resume work as quickly as possible and this will be done from the beginning of the afternoon, local union official Pascal Galeote said. A backlog of ships, including a number of oil tankers, which were blocked by the strike will now be able to use the hub to resume deliveries within hours. The Marseille terminal feeds several refineries in France, Germany and Switzerland, which could have been forced to halt production if the strike had carried on.

London, Apr 2 — A press report, dated today, states: Workers at France's Fos-Lavera oil hub ended their 18-day strike on Saturday (Mar 31). Workers voted unanimously in favour of a draft deal struck with Gas de France to end the walk-out and allow the 63 vessels blocked by the strike, including 39 oil tankers, to resume deliveries. The French strike has pushed oil and product prices as traders feared that fuel supplies for the U.S. summer period of high gasoline consumption would be affected.

London, Apr 2 — A press report, dated today, states: The Marseilles port says it will take two weeks to unload vessels stranded at its oil terminals following a 17-day strike that ended two days ago. The port has a priority list of vessels that urgently need to be unloaded and the first oil carriers have been dealt with, the Port Authority said today. "A first priority list was honoured this weekend," the port said. "More meetings are planned between the port and clients to examine the urgent cases as the delays are cleared." The port said 39 vessels are still waiting to be unloaded, including 27 oil carriers, four gas transporters and eight chemical vessels. Six oil carriers arrived last night. A total of 26 vessels were

unloaded this weekend, including 15 oil carriers, the port said.

London, Apr 3 — Air France regional carrier Brit Air has been forced to cancel approximately half of its scheduled flights, owing to a pilots' strike. The pilots, represented by the UFPL, SPAC and UNAC unions, began the action at midnight, as part of a protest linked with flight pay calculations. A Brit Air spokeswoman says: "We have 70 flights which have been cancelled this morning. I think that we will have a lot of cancellations this afternoon - about the same number. I think it will be about 50% of our traffic for the day." She said that the pilots are seeking changes to an agreement which was signed in January 2006, when SNPL was its largest pilot union. Since then the other three unions have overtaken the SNPL in representation at the carrier. It is unclear when the action will end. Brit Air operates around 300 daily flights on French domestic and European short-haul routes.

INDIA

Kochi, Apr 2 — Container traffic to and from Kochi Port has been paralysed from Apr 1 due to an indefinite strike declared by the truck owners associations in Kerala state. Operations of container vessels at Kochi are being adversely affected. — Lloyd's Agents.

MIRIAM BORCHARD (Antigua & Barbuda)

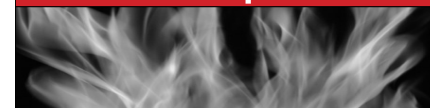
London, Apr 3 — A press report, dated today, states: Union representatives claimed today they have secured improved pay and conditions for Russian and Filipino crew members on Container Carrier *Miriam Borchard* (9962 gt, built 2004) that was refused entry to Dublin Port. International Transport Federation inspector Ken Fleming, who has assisted in a number of recent disputes involving such workers, boarded the vessel this morning. He said the vessel was refused entry to Dublin port because of fears that a "protracted dispute" could see it tied up in the port. It was ordered to wait in a holding area outside the port, until the dispute was settled. "Mr Fleming went out to the *Miriam Borchard* on a pilot vessel this morning to hear the grievances of the seven Filipinos and five Russians who comprise the crew," a statement said. "After three hours of negotiations with the Borchard Line he secured an agreement from the company to reduce the basic working hours from 300 a month to 150. Additional hours worked will be paid at ordinary overtime rates for the first 103 hours and at premium rates for any extra hours worked," a statement said. "This will raise the crew's monthly pay from \$850 to \$1,550."

TRINIDAD

London, Apr 3 — A press report, dated today, states: Operations at the container division of the Port-of-Spain port were shut down yesterday, after workers walked out to protest at the

slow pace of negotiations between the Port Authority and the Seamen and Waterfront Workers Trade Union (SWWTU), to settle an outstanding collective agreement. The workers' action crippled operations at the port and left business owners counting losses as many were unable to clear any goods off the port yesterday. SWWTU president Michael Annisette said it has been nearly three weeks since the union met with Prime Minister Patrick Manning at Whitehall to express their concerns about the slow pace of negotiations to conclude a collective agreement for the 2002 to 2005 period. Annisette said Manning assured the union that steps would be taken to expedite those talks. However, Annisette said the SWWTU is concerned that the Port Authority is still dragging its feet on the talks and nothing less than a full settlement of the 2002-2005 collective agreement will be acceptable to the workers. Annisette said crane operators also stopped work and three vessels docked at the port were not offloaded. TT Manufacturers Association president Paul Quesnel said yesterday that he did not know how many containers either entered or left the port. He said once containers remain on the port longer than they should, extra fees start to "kick in" and this would affect business owners who have goods to clear. Port Authority officials confirmed the protest, but said it only involved one shift of workers. They said the outstanding wage negotiations were at the heart of the matter and steps were being taken to address it.

Fires & Explosions



DRY DOCK YARD, LIMASSOL OLD PORT, CYPRUS

Limassol, Apr 3 — Three sailing boats, one yacht *Anastasia*, one small boat for coastal trips *Ocean Spirit II* and one small sailing boat, were completely destroyed by fire, which broke out early morning of Apr 2. The boats were at the dry dock yard near the Limassol old port. The cost of damage is estimated at around two million Cyprus Pounds. — Lloyd's Agents.

REFINERY, EL SEGUNDO, UNITED STATES

London, Apr 2 — San Ramon-based Chevron Corp., the largest refiner in the Western United States, had a fire at its El Segundo refinery yesterday, according to a report on a state-administered website. The fire was contained to a coker furnace and was put out. The cause of the blaze was under investigation, the report said. A company spokesperson was not immediately available for comment.

Aviation



AIRCRAFT HIJACKED, KHARTOUM, SUDAN

Khartoum, Mar 30 — A Sudanese man hijacked a Sudan Airways aircraft from Libya and forced it to land at Khartoum airport early today, but was later arrested by special forces, a senior civil aviation authority official said. "The hijacker burst into the pilot's cabin about one and a half hours from landing and told the captain he wanted to meet with the British ambassador, then he asked to meet the American ambassador and the media". — Reuters.

AIRCRAFT PUT BACK TO SAM RATULANGI AIRPORT, MANADO, INDONESIA

London, Apr 2 — A Batavia Air jetliner has to return to Sam Ratulangi Airport, Manado, today due to a problem on its wheel just 20 minutes after taking off from the airport. RCTI TV station reported that the Boeing 737-400 was scheduled to leave for Jakarta but it had to cancel the schedule due to the incident. Batavia Air refuses to clarify the incident according RCTI.

CRASH, BELLA COOLA AREA, BRITISH COLUMBIA, CANADA

London, Mar 30 — Cessna U206F (Stationair) C-GMRX crashed 12 nautical miles north of Bella Coola, British Columbia, at 0830, PDT, Mar 27. The one person on board was seriously injured.

CRASH, BELLEFONTE, PENNSYLVANIA, UNITED STATES

London, Mar 29 — A press report, dated today, states: A pilot failed to maintain enough speed to avoid stalling while trying to land an aircraft that crashed two years ago, killing six people, federal investigators said in a new report. The pilot, Jeffrey Jacober, of Providence, RI, was killed when his Pilatus PT6A-67 (N770G) crashed near a construction site in Bellefonte on Mar 26, 2005. Five others on board also died, including Jacober's wife and son. Jacober's error during final approach led to an "inadvertent stall/spin," the National Transportation Safety Board said in a report this week. Jacober also appeared to have not switched "to the proper instrument approach mode to allow the autopilot to lock onto" the instrument landing system, the NTSB said after reviewing the aircraft's navigation control panel. "Factors associated with the accident are the inadvertent stall/spin, the pilot's failure to follow procedures/directives, and clouds," the NTSB said.

CRASH, CLAIBORNE COUNTY, TENNESSEE, UNITED STATES

London, Apr 2 — A press report, dated Apr 1, states: One person was killed

today when a small aircraft crashed in south-western Claiborne County. There were few details being released about the crash, but Federal Aviation Administration spokesman Les Dorr said one person was dead. He said the circumstances of the crash were not yet known, but FAA officials were going to investigate. Several television stations reported that the victim was the pilot and no other people were on board. The FAA could not confirm that, but there have been no other injuries reported. The pilot is believed to have been from Ohio. The aircraft was a Piper PA-28.

London, Apr 3 — A press report, dated Apr 2, states: An Ohio restaurateur was killed when the small plane he was flying crashed in north-east Tennessee, authorities said. Larry Sanders, 58, was flying his Piper PA-28 from his hometown of Wapakoneta, Ohio, to meet his wife in Pigeon Forge, the Knoxville News Sentinel reported. Dispatchers received calls shortly before 0900 hrs, today, from residents who said the small plane's engine was struggling before it went down in a wooded area, Claiborne County Sheriff's Deputy Bill Davidson said. A cause for the crash is being investigated, but the pilot could have become disoriented in low clouds over the hills in the area, said David Breeding, deputy director of Claiborne County's Office of Emergency Management and Homeland Security.

London, Apr 4 — Piper PA-28-181 (Cherokee Archer II) N30465 crashed near Tazewell, Tennessee, at 1249, Apr 2. The aircraft was destroyed. The one person on board was killed.

CRASH, FELDKIRCHEN AREA, AUSTRIA

London, Apr 2 — A press report, dated Apr 1, states: A small aircraft crashed in southern Austria in foggy conditions Sunday (Apr 1), killing two people, police said. The six-seater aircraft crashed in the early afternoon in a mountainous and forested area near the town of Feldkirchen in Carinthia. Police said the aircraft had been heading from Ingolstadt in Germany to Klagenfurt, an Austrian city about 15 kilometres from the site of the accident. Police said the dead include a man and a woman, adding that documents found near the bodies suggest the woman was a German citizen. No details were immediately available about the man's identity. Austrian broadcaster ORF reported that the aircraft crashed into a mountain. Police would only say that visibility was very poor at the time of the accident and that an investigation was underway.

CRASH, FORT LAUDERDALE, UNITED STATES

London, Apr 2 — A press report, dated today, states: A small aircraft landed upside down in an open field in Fort Lauderdale. The aircraft made a hard landing yesterday in the Executive Airport area of N.W. 35th Avenue and Prospect Road. The pilot was seen bleeding but conscious as he was

transported to Holy Cross Hospital. The FAA is investigating the cause of the crash, Local 10 reported.

London, Apr 4 — Cessna U206G (Stationair 6) N828EW crashed near Fort Lauderdale, Florida, at 2130, Apr 1, while on a flight to Fort Lauderdale. The one person on board suffered minor injuries.

CRASH, GAINESVILLE, GEORGIA, UNITED STATES

London, Mar 30 — Cessna 172RG (Cutlass) N6388R made a gear-up landing at Gainesville, Georgia, at 1600, Mar 25. The one person on board was not injured.

CRASH, HOWELL TOWNSHIP, NEW JERSEY, UNITED STATES

London, Mar 30 — Piper PA-28-151 (Cherokee Warrior) N33521 crashed near Howell, New Jersey, at 0210, Mar 29. The one person on board was killed.

CRASH, LOCKHART RIVER, QUEENSLAND, AUSTRALIA

London, Apr 4 — A press report, dated today, states: Pilot error and poor maintenance were at the core of one of Australia's worst aviation accidents, the Australian Transport Safety Bureau (ATSB) said today. Fifteen people died when the TransAir-operated Fairchild Metroliner aircraft (VH-TFU) crashed into a mountain near Lockhart River, in far north Queensland in May 2005. "Despite the weather and co-pilot inexperience, the pilot in command also used approach and descent speed and a rate of descent greater than specified and exceeded the recommended criteria for a stabilised approach," the ATSB said in a statement. "The pilot in command had a history of such flying." The statement is part of a 500-page report into the accident.

CRASH, LOS BANOS AREA, CALIFORNIA, UNITED STATES

London, Apr 3 — Ryan Navion A N4369K crashed near Los Banos, California, at 0001, Mar 30, while on a local flight from Los Banos. The aircraft was destroyed. The one person on board was killed.

CRASH, LOVE COUNTY, OKLAHOMA, UNITED STATES

London, Mar 29 — A press report, dated today, states: A fatal aircraft crash at a runway near Marietta, Oklahoma, may have been caused by a hard landing, according to a preliminary report issued by the National Transportation Safety Board. Bobby Blanchard died in a Mar 17 crash on a landing strip at McGehee Catfish Restaurant west of Marietta. Blanchard was the only passenger killed. The pilot suffered serious injuries, and two passengers also were injured. Investigators are still trying to determine the exact cause of the crash. It could take up to six months to complete the investigation. After the aircraft landed, the right wing seemed lower to the ground, according to a safety board investigator's interview with a passenger on the twin-engine

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Beechcraft Baron P58 (N584DP). The men, members of an entrepreneur's organisation in Arlington, Texas, were flying to McGehee's from Dallas's Love Field Airport to meet friends for lunch, the passenger said. The pilot circled the airstrip twice before attempting to land on the turf runway. The passenger told investigators that it appeared "grass was being kicked-up from the right propeller," according to the report. The pilot struggled to keep the plane straight on the runway before it began to spin clockwise and then dropped over a large embankment, coming to rest in an upright position, the report said. Once the aircraft came to a stop, the area near the right engine was on fire. The pilot and other passengers attempted to wake up Blanchard, sitting in a rear right seat, but he was unresponsive. Phillips and another passenger attempted to enter the burning aircraft to get Blanchard out, but were unsuccessful, according to the report. The wreckage was found about 43 feet from the runway's centre line.

CRASH, MONTEGO BAY FREEPORT AREA, JAMAICA

London, Mar 29 — A press report, dated today, states: Aviation experts were scheduled to travel to St. James today to investigate yesterday's cargo aircraft crash in Montego Bay. The small aircraft, which was headed to Montego Bay from Negril in Westmoreland, crashed into bushes close to the Sunset Beach Resort. The pilot and his passenger were injured and were taken to hospital. Their injuries are not considered serious. Superintendent in charge of the St. James Police Division, Steve McGregor, told RJR News that they would be interviewed as part of the investigation. The aircraft is reportedly owned by Airpak Express.

CRASH, PONTE VEDRA BEACH, NORTH FLORIDA, UNITED STATES

London, Mar 29 — Robinson R44 Astro N744SH crashed near Ponte Vedra, Florida, at 1445, Mar 27, while on a local flight from Jacksonville, FL. The aircraft was destroyed. The two persons on board were killed.

CRASH, QUEENSLAND, AUSTRALIA

London, Mar 31 — A press report, dated today, states: Four people have escaped with minor injuries after a light aircraft crashed at an airport in central Queensland. The four seater Rockwell Commander encountered difficulties as it attempted to land at the Blackall airport around 0910, AEST, today, police said. The aircraft suddenly tilted upwards moments before landing, causing it to hit the ground 150 metres off the runway. The four passengers, who had flown in from Mackay, were taken to the Blackall Hospital with minor injuries. The Department of Transport's transport safety bureau is investigating the cause of the crash.

CRASH, RAVENNA, OHIO, UNITED STATES

London, Mar 30 — A press report, dated Mar 29, states: Two pilots escaped serious injury when a single-engine plane crashed in a Ravenna Township field during an emergency landing at 1945 hrs, yesterday, the State Highway Patrol said. Pilots Robert Nieto, 59, of Hinckley, and Brian McGreen, 31, of Parma, were treated at Robinson Memorial Hospital and released. The two men were flying a 1996 Alon Aircoupe from a Youngstown airport to Akron Fulton International Airport when the plane's engine stopped, the patrol said. The pair attempted to land the small plane at Portage County Regional Airport, but were unable to maintain their altitude, so they landed in an open field near Lake Rockwell Road and Nicodemus Road. The plane's landing gear struck a ditch, causing the plane to spin and damaging the nose, wings, fuselage and landing gear. The Federal Aviation Administration and the highway patrol are continuing to investigate the crash.

London, Mar 30 — Alon A-2 (Aircoupe) N992DC crashed near Ravenna, Ohio, at 0045, Mar 28. The two persons on board suffered minor injuries.

CRASH, SEVEN ISLANDS AREA, QUEBEC, CANADA

London, Apr 2 — A press report, dated Apr 1, states: A small commercial aircraft has crashed in eastern Quebec, killing the sole person on board. A search-and-rescue spokeswoman in Halifax says two people in the woods spotted the aircraft going down Sunday morning (Apr 1) north-west of Sept-Iles, Que., and called for help. Lt. Marie-Claude Gagne says a Hercules aircraft and a Cormorant Helicopter were dispatched from Greenwood, N.S., arriving at the crash site around 1300. They found a badly damaged twin-engine Piper Navajo aircraft and the pilot, who had already died. Gagne says the pilot, whose name hasn't been released, was en route to the Labrador community of Wabush to pick up passengers. She says weather conditions were calm at the time of the crash. The case will now be turned over to Transport Canada and Quebec provincial police.

CRASH, SINTON AREA, TEXAS, UNITED STATES

London, Apr 3 — A press report, dated Apr 2, states: A pilot from Spring Branch, Texas, died in a plane crash in San Patricio County today, authorities said. Department of Public Safety troopers identified the victim as Scott James Schilleci. Troopers said Schilleci made two passes above the runway at the county airport near Sinton before he crashed at the east end of the runway. Officials said heavy fog may have contributed to the crash. The Federal Aviation Administration is investigating the crash.

London, Apr 4 — Vans RV-6 N606S crashed near Sinton, Texas, at 1350, Apr 2, while on a flight from San

Antonio, TX, to Sinton. The aircraft was destroyed. The one person on board was killed.

CRASH, STOCKTON, CALIFORNIA, UNITED STATES

London, Apr 3 — The landing gear of Cessna 320E, N3424Q, San Andresa for Stockton, collapsed on landing at Stockton at 1846 hrs, Apr 1. The damage is substantial.

CRASH, YOGYAKARTA AIRPORT, INDONESIA

London, Apr 2 — A press report, dated today, states: The chief investigator of the Garuda aircraft crash (PK-GZC) denies the allegation that the pilot and co-pilot were arguing before the crash. Cockpit voice recordings recovered from the jet showed the co-pilot wanted the pilot to go around again instead of landing, Tatang Kurniadi of Indonesia's National Transport Safety Commission said yesterday. But the chief investigator, Mardjono Siswosuwarno, said yesterday there was "no such discussion between pilot and co-pilot describing their confusion about what was happening" and that conversations between the two were considered to be "normal". The Garuda aircraft with 140 people on board overshot the runway in the central Java city of Yogyakarta on Mar 7 and burst into flames, killing 21 people. Mr Siswosuwarno said the flight recorder would be analysed later in the week. "The black box is in good condition, it's readable," he said. He also said the preliminary investigation report would be released tomorrow.

EMERGENCY LANDING ERIE INTERNATIONAL AIRPORT, PENNSYLVANIA, UNITED STATES

London, Apr 1 — A press report, dated Mar 31, states: Passengers on board a Delta flight travelling from Erie to Atlanta received quite the scare Saturday afternoon (Mar 31). The flight crew was forced to make an emergency landing after take-off from Erie International Airport. All available emergency crews were called to the Erie International Airport just after 1300, Saturday afternoon, after an Alert 2 was dispatched across the area. According to one passenger, the pilot informed the passengers that there was a problem with the front landing gear, it wouldn't go up after take-off. The aircraft flew around over Erie to burn fuel before making its emergency landing.

EMERGENCY LANDING, FUKUOKA, JAPAN

London, Apr 3 — A Japan Airlines Boeing 777 made an emergency landing at Fukuoka Airport today after its starboard engine developed trouble, officials said. JAL flight 329 landed at the airport at about 1709 hrs after circling to burn off fuel. The crew of the aircraft noticed a sign showing that the starboard engine was overheating as it flew over Himeji, Hyogo Prefecture, after it took off from Tokyo's Haneda Airport shortly after 1500 hrs. The aircraft, with a total of 259

crewmembers and passengers on board, had been scheduled to arrive at Fukuoka Airport at 1645 hrs.

London, Apr 3 — A press report, dated today, states: An aircraft carrying 259 people including Japanese Finance Minister Koji Omi made a safe emergency landing at an airport in southern Japan, an airline official said, adding that there were no injuries. The Japan Airlines Corp aircraft, a Boeing 777-200 carrying 249 passengers and 10 crew members, landed safely after being forced to shut down one engine when a warning light indicated overheating, JAL spokesman Stephen Pearlman. "We are investigating the cause of the incident," Pearlman said. Television broadcasters reporting live from Fukuoka airport on the southern island of Kyushu showed firetrucks lined up along the runway where the aircraft landed.

EMERGENCY LANDING, GANDER AIRPORT, CANADA

London, Apr 3 — A Russian crew of an Antonov An-124-100 made an emergency landing and prevented an accident at Canada's Gander airport over the weekend, Interfax have reported. The aircraft, owned by the Volga-Dnepr air company, was carrying nine crew, 10 technical personnel and 98 tons of cargo. The first stage of the landing and the run along the landing strip were normal, but braking proved ineffective after the reverse thrust was switched off. The aircraft settled nearly 300 feet off end of the runway at Gander International Airport. The flight originated in Greenville, SC was en route to Shannon, Ireland, via Gander, and then proceeding to Tianjin with stops along the way. Running off the runway was inevitable and the crew steered the plane to avoid collision with radar equipment. There were no injuries to the crew or technical personnel onboard and the plane's landing gear was only slightly damaged. The Volga-Dnepr air company informed the Transport Ministry's flight control department that the crew was able to steer the aircraft from the end of the runway to a parking area after the incident.

EMERGENCY LANDING, LUANDA AIRPORT, ANGOLA

London, Apr 2 — A press report, dated today, states: A TAP Airbus A340-300 (Portuguese Airlines) that flies to Lisbon was last night forced to return to Luanda and make an emergency landing at "04 February" International Airport, supposedly due to an engine failure. The aircraft, with 257 passengers on board, left Luanda at 2250 hrs, but after some time in the air it was forced to return and land at the airport where it had departed from, at precisely 2339 hrs. The passengers abandoned the aircraft soon after landing.

EMERGENCY LANDING, NETAJI SUBHAS CHANDRA BOSE INTERNATIONAL AIRPORT, KOLKATA, INDIA

London, Apr 3 — A press report, dated Apr 1, states: A Bangkok-bound Druk

Airways flight made an emergency landing at the Netaji Subhas Chandra Bose International Airport on Sunday morning (Apr 1). The landing was made after a sudden fire alarm at the rear cargo hold of the flight. Finally, after the flight was thoroughly checked, the aircraft took-off at 1345 from Kolkata, delayed by about five hours. "We did not find any smoke or anything in the cargo hold which could cause the alarm bells to ring. Later, the aircraft, KB 120, left for Bangkok in the afternoon, but their baggage and the cargos were sent by another special aircraft KB 120 Alpha," said K Mukherjee, of Druk Airways. He said the aircraft flew from Paro airport in Bhutan at 0800 (scheduled time), with 98 passengers. The pilot, Captain Chenda, heard the fire alarm, decided not to take any chance and landed it in Kolkata. Officials said that all arrangements were made, including fire-tenders, to get the aircraft checked. But what many at the airport wonder is how the authorities gave a go ahead to the aircraft to fly with the passengers even before identifying the source of the fire alarm.

EMERGENCY LANDING, ORLANDO, FLORIDA, UNITED STATES

London, Mar 20 — A press report, dated Mar 29, states: A jet carrying 147 people made a safe landing without its front landing gear at Orlando-Sanford International Airport this afternoon. The Allegiant Air MD-80, flight 758 out of Portsmouth, N.H., circled for nearly an hour before landing. "The crew reported a hydraulics problem related to the nose gear," Federal Aviation Administration spokeswoman Kathleen Bergen said. Sky 6 video showed the jet landing on its back wheels, before levelling out for several hundred feet and having the nose of the plane touch down. It then skidded to a complete stop on the runway. "The aircraft experienced a hydraulic problem with the front nose-gear. The nose-gear was not coming down. They circled around for an hour and finally managed to land without it," Diane Crews, executive vice president of Orlando-Sanford International Airport said. "There were some sparks and a lot of smoke, no flames," she said. Passengers and crew members evacuated the aircraft via slides. A woman sprained her ankle but refused treatment. There were no other injuries. Local 6 News reported that the airport closed because of the incident.

EMERGENCY LANDING, PALM SPRINGS, CALIFORNIA, UNITED STATES

London, Apr 3 — A press report, dated yesterday, states: A Learjet carrying three people made an emergency landing at Palm Springs International Airport Saturday (Mar 31) morning, according to the Palm Springs Fire Department. Pilots heard a loud bang and felt the Learjet 60 shudder while flying at 41,000 feet on the way from

John Wayne International Airport to Massachusetts, according to the fire department. The aircraft landed safely at approximately 0930 hrs, and no injuries were reported. It appeared that an engine cowling had come off, the fire department reported.

EMERGENCY LANDING, SHANNON AIRPORT, REPUBLIC OF IRELAND

London, Apr 4 — A press report, dated today, states: Hollywood star John Travolta made an emergency landing in his private jet after it was hit by engine problems. The 53-year old actor, a qualified pilot, was flying the Boeing 707 himself, when it was hit by the mid-air scare. Travolta was unhurt, but shaken after landing at Shannon Airport, Ireland, on Monday night (Apr 2). He was travelling to New York after a TV appearance in Germany. The jet is still grounded while engineers try to fix the fault, but Travolta hired another aircraft to complete his journey. An airport spokesman confirmed: "John Travolta was diverted to Shannon due to technical difficulties."

EMERGENCY LANDING, WILL ROGERS WORLD AIRPORT, OKLAHOMA CITY, UNITED STATES

London, Apr 2 — A United Airlines flight from Chicago to San Antonio made an emergency landing today at Will Rogers World Airport in Oklahoma City. Airport spokeswoman Jennifer McCollum says the aircraft's pilot reported a nose gear problem and landed shortly after noon, central time. There were 112 people on board and no injuries are reported. McCollum says it was Flight 769 from Chicago to San Antonio.

HELICOPTER DITCHED INTO SEA, BRISBANE AREA, AUSTRALIA

London, Apr 4 — A press report, dated today, states: A helicopter pilot has suffered minor leg injuries after he ditched his aircraft into the ocean near Brisbane. The incident happened near an area known as the "Tangalooma Wrecks" off the southern tip of Moreton Island. Police say the pilot was rescued and taken to a nearby resort. The cause of the accident is not yet known.

INCIDENT AT BEIRA AIRPORT, MOZAMBIQUE

London, Apr 2 — At least six people were injured when a Mozambican passenger aircraft burst four tyres when landing at the central port city of Beira late yesterday, officials said. Adam Yossuf, a spokesperson for Mozambique's LAM Airlines, said bad weather was to blame for the accident, which saw the Boeing 737 lose four tyres at touchdown. "The weather was not good, four tyres blew up on landing and six passengers sustained injuries, but there were no casualties or serious damage to the aircraft," Yossuf said today. The aircraft, which was carrying 120 passengers and five crew, originated in Maputo and had been due to fly on to the northern town of Nampula after stopping in Beira.

INCIDENT AT DAYTONA BEACH INTERNATIONAL AIRPORT, FLORIDA, UNITED STATES

London, Apr 2 — A press report, dated today, states Yesterday, 154 passengers on Delta flight 518 from Daytona Beach International Airport were told their flight was delayed and then cancelled. Officials said ground crews saw smoke coming from the nose of the aircraft while it was landing. It turned out to be a minor electrical problem. Passengers told Channel 9 that Delta either refunded their tickets or re-routed their flights.

INCIDENT AT DENVER INTERNATIONAL AIRPORT, COLORADO, UNITED STATES

London, Mar 31 — A press report, dated Mar 30, states: An empty passenger bridge collapsed Friday (Mar 30) over the wing of a United Airlines aircraft at Denver International Airport, damaging the aircraft but causing no injuries, the airline said. The cause of the collapse and the extent of the damage were not immediately known. The Boeing 757 had just arrived from Boston and the 184 passengers and crew were still on board, United spokeswoman Megan McCarthy said. The bridge extends from the concourse to the aircraft. The one that collapsed is a new type that extends over the wing so passengers can use both the front and rear exits of the aircraft. The collapse occurred in the rear portion of the bridge, McCarthy said. The aircraft will be moved and repaired after the bridge is raised, she said. The aircraft had been scheduled to fly to New York's LaGuardia Airport, but that flight was cancelled and the passengers were being booked on other flights. Denver is one of the first airports to use the over-the-wing bridge, manufactured by Dewbridge Airport Systems based in Ottawa. Dewbridge Vice President Neil Hutton said the company is investigating, and had no idea what caused the collapse.

INCIDENT AT HO CHI MINH CITY, VIETNAM

London, Mar 30 — A press report, dated today, states: A Vietnam Airlines aircraft skidded off the runway when its brakes failed during an emergency landing in Ho Chi Minh City, but all 70 passengers and crew were unhurt, an official said today. The ATR-210 aircraft, en route to southern Phu Quoc Island, had to return to Tan Son Nhat Airport in the city 15 minutes after take-off yesterday, because the hydraulic-system pressure had dropped below normal, according to a release from the airline. The plane, carrying 65 passengers and five crew members, landed properly but could not stop in time and skidded 25m off the runway due to a malfunction of the brakes, which were powered by the hydraulic system.



AUSTRALIA

London, Mar 30 — A press report, dated today, states: Port congestion has left more than 10% of the world's Capesize bulker fleet anchored off the Australian coast. More than 100 of the world's Capesize fleet were queuing at Australia's iron ore and coal ports in late March and a severe restriction in tonnage supply is developing as a knock-on effect of this situation. This week again saw a tropical cyclone in Western Australia bringing port closures at Dampier, Port Walcott and Port Hedland.

BRAZIL

London, Apr 2 — A press report, dated today, states: On Mar 24, Brazilian federal police and environmental agents shut down a major deep-water port on the Amazon River owned by Cargill Inc, saying the US-based multinational agribusiness firm failed to provide an environmental impact statement required by law. Cargill's controversial soy export terminal port is located in the town of Santarem, in Para state. Judge Souza Prudente ordered the port shut down late on Mar 23. Federal police agent Cesar Dessimoni said Cargill had prepared an environmental assessment that did not meet federal standards. "They'll have to do it correctly, as the law demands," he said. "A big step forward has been taken in enforcing the responsible use of natural resources and bringing greater governance in the Amazon," Paulo Adario, Greenpeace Amazon Campaign Co-ordinator in Brazil, said in a statement. Cargill opened the \$20 million port in Santarem three years ago. On Mar 24 the company said it plans to appeal the ruling. Cargill said Para state had accepted its environmental impact statement. "We find ourselves caught in a jurisdictional dispute between the state and federal government about which regulations have precedence," Cargill spokesperson Lori Johnson said. "When we built the facility, the permits were issued by the state. Since that time the federal prosecutor has said we should have done another kind of environmental assessment, and that is the issue before the courts."

GUAM

London, Apr 2 — A press report, dated today, states: The Port Authority of Guam is not issuing or receiving cargo. In preparation for the possible onslaught of typhoon conditions the agency is already taking precautionary measures. At the declaration of Condition of Readiness "2" the port normally will suspend issuing and receiving operations in order to secure

the container yard for inclement weather. All vessels in port are also required to leave the harbour. Normal operations will resume upon declaration of COR4. The Port has also opened the Harbour of Refuge for boaters who may not feel secure at their current location. Vessels will be accepted until COR1 is declared. Boat owners wishing to make arrangements to safe harbour their vessels or who may have any questions should contact the Harbour-master's Office

KENYA

London, Apr 3 — A press report, dated yesterday, states: Last week, Bidco Oil Refinery chief executive, Mr Vimal Shah, expressed his frustration at the slow pace RVR was transporting its cargo from Mombasa to Thika and to Jinja in Uganda, respectively. "Much as we would like to transport 90 per cent of our cargo via rail because it is cheaper the slow pace at which the cargo is ferried has been a big hindrance," he said, adding that the company moves over 250,000 tonnes of cargo per year over the two destinations and that only 20 per cent was ferried via rail, due to the inherent inefficiency. The Ugandan Consul in Mombasa, Mr Avans Asimwa, complained over the delay in the movement of cargo destined for his country from Mombasa. The envoy complained that Ugandan businessmen were getting a raw deal over the transportation of their imported cargo. He said the transit cargo destined for Uganda from Mombasa continued piling up at the expense of the Ugandan economy. He asserted that the businessmen whose transit cargo was still lying at the port were unhappy with RVR over their failure to deliver their goods in time. When such goods reach the market, he asserted, they will be too expensive and wondered who would cover the extra costs occasioned by the delays.

SOUTH AFRICA

London, Mar 30 — The South African port of Durban is bracing itself for an expected increase in container volumes for the period August to the end of November. South African Port operations chief executive officer Solly Lesoalo told reporters that predictions of a 15% year-on-year increase were "our worst-case scenario." Durban's container terminals are already operating to capacity as the port struggles to cope with increasing regional trade. The shortage of spare capacity was highlighted by the port's inability to quickly clear the backlog of shipping that built up when the port was briefly closed due to storms this month. Yesterday there was a queue of ten vessels waiting to enter the port. Lesoalo said he expected the situation to have improved by the weekend. Steps are being taken to speed up operations and to increase the number of containers handled each day from 4000 to 6000. Extra staff have been

Port Conditions

recruited so 16 cranes can be operated, as opposed to 13 last year. The number of straddle carriers for each crane is also being increased. Shippers are being asked to stack containers on

their vessels to allow three cranes to operate instead of two. Lesoalo said the port authorities had been doing everything possible to get ready for the peak period and ensure that normal

shipping operations could resume quickly if bad weather forced the port to shut again.

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
Bulgaria		
Bourgas	10-Apr-2007	Four vessels in port of which 2 loading (1 ammonium nitrate, 1 trucks), 2 discharging (1 DRI, 1 profiles); 3 vessels in roads of which 1 to load coils, 2 to discharge (1 trucks, 1 steel); 7 vessels due of which 2 to load (1 copper concentrate, 1 containers), 5 to discharge (1 equipment, 1 steel billets, 1 lead concentrate, 1 zinc concentrate, 1 coal)
Varna	10-Apr-2007	Varna East, Varna West, Balchik: Thirty vessels in port operating of which 13 loading (1 bulk barley, 1 STPP, 2 scrap, 5 soda, 2 caustic soda, 1 chamote, 1 bulk kaolin), 8 discharging (1 liquid urea, 1 bulk slag, 2 bulk coal, 1 container, 2 pet coke, 1 bulk feldspar), 9 discharging/loading (1 containers/chemicals, 1 soda, 6 containers, 1 equipment); no vessels waiting in roads.
Estonia		
Tallinn	09-Apr-2007	No labour problems. City port: No vessels at berth, none at anchorage; no vessels due, with no delays expected; Paljassaare (formerly Kopli): 1 vessel loading fertiliser at berth, 2 discharging at berth (1 fish, 1 malt); 3 vessels due, with 7 days delay expected; Muuga: no vessels at berth, none at anchorage; no vessels due, with no delays expected.
India		
Kolkata	09-April-2007	5 vessels operating at berth of which 1 vessel loading Containers, 3 vessels discharging Containers, 1 vessel waiting to load; 3 vessels working at midstream discharging (Pulses-2, Logs); 4 vessels under repair; 2 vessels under dry docked; 2 vessels waiting to sail.; 1 vessel due
Haldia	09-April-2007	9 vessels operating at berth of which 2 vessels loading (Butadine, Iron Ore), 7 vessels discharging (Crude-2, Soya, Coke, MOP, Steel, Project Cargo); 2 vessels waiting berth at anchorage to discharge; 2 vessels due (Crude, POL).
Paradip	09-April-2007	4 vessels operating at berth of which 2 vessels loading (Fe. Chrome, Iron Ore), 2 vessels discharging (Lime Coke, R. P. Coke); 1 vessel awaiting berth at anchorage to discharge, 4 vessels waiting berth at anchorage (1 to discharge, 3 to load); 28 vessels due.
Vizag	09-April-2007	11 vessels operating at berth of which 6 vessels loading (Iron Ore-2, CP Coke, B. F. Slag, Steel Cargo, Containers), 5 vessels discharging (Coking Coal, Wheat, Pet Coke, Rock Phosphate, Steel Pipes); 4 vessels not ready to work and waiting at anchorage (3 to discharge, 1 to load); 1 vessel under arrest; 2 vessels under others reasons; 47 vessels due (Iron Ore-14, Steel Cargo, B F Slag, Thermal Coal, Alumina, Granites, Food Grains, Phosphoric Acid, Muriate of Potash, Coking Coal-13, Containers-3, Steel Pipes, Petroleum Coke, Met Coke, Limestone, Steam Coal-2, Syrene Monomer, Methonal, POL Product Tanker-2).
Chennai	09-April-2007	13 vessels operating at berth of which 2 vessels loading (Furance Oil, Iron Ore), 8 vessels discharging (Logs-2, Pulses, Rock Phosphate, Steam Coal-2, P. Coke. Palm Oil), 3 vessels loading and discharging Containers; 2 vessels awaiting berth at anchorage (1 to discharge, 1 to load), 3 vessels not ready to work and waiting at anchorage to discharge; 6 vessels due (Steam Coal-2, Coking Coal, Steel Pipes/Project Cargo, Lubricant Oil, Containers).
Tuticorin	09-April-2007	5 vessels operating at berth of which 3 vessels loading General Cargo, 2 vessels discharging (Logs, Thermal Coal); 1 vessel repairing works (bunkering); 2 vessels not ready to work at anchorage to load, 1 vessel awaiting order at anchorage to load; 1 vessel under arrest.
Cochin	09-April-2007	4 vessels operating at berth discharging (Iron Scrap, Soda Ash, Naphtha, Logs); 19 vessels due (Crude-2, Chemicals-2, Domestic Passenger-3, International Cruise-3, Containers-6, Break Bulk-1, Tug-2).
New Mangalore	09-April-2007	6 vessels operating at berth of which 4 vessels loading (Iron Ore Fines-2, POL Product-2), 2 vessels discharging (Cement, Timber); 24 vessels due (Methenol, POL Crude-4, POL Product-5, LPG-3, Steam Coal-2, Cr. Palm Oil, Containers, Iron Ore Fines-3, Mix- Xylene, Fertilizer, Timber, Granite Stone).
Mormugao	09-April-2007	1 vessel operating at berth loading Iron Ore; 8 vessels working at midstream loading Iron Ore; 5 vessel under dry docked; 1 vessel awaiting berth at anchorage to load, 2 vessels waiting berth at anchorage to load; 5 vessel under dry docked; 9 vessels due (Containers, Coking Coal, Met Coke, C.P. Coke, Iron Ore-5).

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Port Conditions

Mumbai	09-April-2007	12 vessels operating at berth of which 10 vessels loading (Steel/General/ Mach/Project Cargo/Heavy Lift-4, Bagged Sugar-4, POL-2), 1 vessel discharging (Steel Cargo / Project Cargo), 1 vessel loading and discharging (Steel Cargo / Project Cargo); 1 vessel working at midstream discharging POL; 1 vessel not ready to work at anchorage to load, 2 vessels awaiting order at anchorage to discharge, 3 vessels working at anchorage (2 to load, 1 to load and discharge); 9 vessels under repairs/dry docked; 5 vessels under arrest; 1 vessel under laid up (Berths not required for cargo operations); 34 vessels due (Containers-4, Fertilizer (RM), General Cargo-29).
J.N.P.T.	09-April-2007	10 vessels operating at berth of which 2 vessels loading (Mol, Kerosene), 1 vessel discharging Cement, 7 vessels loading and discharging Containers; 2 vessels awaiting berth at anchorage (1 to discharge, 1 to load and discharge); 2 vessels due (Containers, Liquid).
Kandla	09-April-2007	12 vessels operating at berth of which 5 vessels loading (Agriculture Product-3, Zinc, Cement), 5 vessels discharging (Timber Logs-3, Steel Coils, MoP), 2 vessels loading and discharging Containers; 1 vessel awaiting berth at anchorage to load, 6 vessels not ready to work at anchorage (4 to load, 2 to discharge); 1 vessel under arrest (MV Ali 15) ; 1 vessel under other (Dredger Seram).
Ennore	09-April-2007	1 vessel operating at berth discharging Coal, 1 vessel working at inner anchorage to loading Iron Ore; 1 vessel awaiting berth at anchorage to discharge; 2 vessels due (MV Jag Pavitra (POL Products), MV Apj Sri Devi (Coal).
Israel		
Ashdod	10-Apr-2007	No labour problems; Two vessels loading general cargo at berth, 9 discharging at berth (7 general cargo, 2 bulk cargo), 5 loading/discharging at berth (4 containers, 1 tanker); 2 vessels waiting at anchorage to load general cargo, 10 waiting at anchorage to discharge general cargo, 15 waiting at anchorage to load/discharge (7 bulk cargo, 7 containers, 1 tanker); 20 vessels due, with 2-3 days delay expected
Eilat	10-Apr-2007	No labour problems; No vessels; no delays expected.
Haifa	10-Apr-2007	No labour problems; Six vessels discharging at berth (4 general cargo, 2 bulk cargo), 11 loading/discharging at berth (4 containers, 1 car carrier, 4 tankers, 2 passenger vessels); 4 vessels waiting at anchorage to discharge general cargo, 13 waiting at anchorage to load/discharge (3 bulk cargo, 9 containers, 1 tanker); 6 vessels under repairs/dry-docked; 18 vessels due, with 2-3 days delay expected
Russia		
Novorossiysk	10-Apr-2007	Nineteen vessels in port operating of which 15 loading, 4 discharging (1 debar, 2 bulk sugar, 1 containers); 9 vessels in roads of which 7 to load (1 barley, 1 copper wric, 3 wheat, 1 soda ash,1 steel billets), 2 to discharge (1 bulk sugar, 1 citrus); 76 vessels due of which 69 to load, 5 to discharge (1 meat products,1 citrus, 1 potatoes, 1 vegetable oil, 1 construction materials), 2 to load/discharge containers; Oil terminal: 1 tanker loading crude at berth; 2 tankers in roads, 1 to load crude oil, 1 D/O; 6 tankers due, all to load (5 crude oil, 1 D/O)
Slovenia		
Koper	10-Apr-2007	Port working normally; Ten vessels at berth of which 5 loading (4 sawn timber/general cargo, 1 bulk cargo), 4 discharging (1 tanker, 3 bulk cargo), 1 vessel discharging/loading containers; 3 vessels waiting at anchorage of which 2 to load general cargo/sawn timber, 1 to discharge bulk cargo; 15 vessels due over the next 2 days of which 5 to load (3 bulk cargo, 2 general cargo/sawn timber), 4 to discharge (1 tanker, 3 bulk cargo), 6 to discharge/load containers.
Spain		
Bilbao	10-Apr-2007	Forty-one vessels in port operating (7 tankers, 34 others), of which 6 loading, 20 discharging, 15 loading/discharging.
Sri Lanka		
Colombo	09-Apr-2007	Berthing/unberthing (pilotage) delays being experienced on breakbulk/conventional vessels. Delays to conventional vessels are due to the fact that container/feeder vessels are given priority berthing at breakbulk berths if there is container congestion; conventional cargo vessels at BQ 1 & 2 are facing delays in navigation after commissioning of SAGT 1 & 2 berths (former QEQ 1 & 2); conventional cargo vessels at PVQ 2 (inner berth) are facing berthing and unberthing delays after commissioning of new north pier (formerly known as "oil pier"). Fifteen vessels loading at berth (14 container/feeder, 1 essential services), 19 vessels discharging at berth (14 container/feeders, 1 bagged fertiliser, 2 steel billets, 2 bulk cement); 4 vessels waiting at anchorage to discharge (3 container/feeders, 1 bagged urea); 4 vessels dry-docked; 10 vessels due (9 container/feeders, 1 bagged urea), with no delays for general cargo/bagged cargo/containers/feeders expected.

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Port Conditions

Ukraine

Ilichevsk	10-Apr-2007	Nine vessels in port operating of which 7 loading (3 steel products, 1 iron ore, 1 consumer goods), 1 discharging sunflower oil, 1 discharging/loading containers; 2 vessels in roads, both to discharge/load containers; 25 vessels due of which 19 to load (13 steel products, 1 sulphur, 2 pellets, 1 ferronickel, 1 iron ore, 1 sunflower oil), 2 to discharge ore, 4 to discharge/load containers
Mariupol	10-Apr-2007	Thirteen vessels in port operating of which 12 loading (8 steel, 1 fire-clay, 2 coal, 1 other), 1 to load/discharge containers/fire-clay; 8 vessels in roads of which 5 to load (4 steel, 1 coal), 3 to load/ discharge (1 containers/fire-clay, 1 steel, 1 boric acid); 65 vessels due of which 61 to load (40 steel, 6 coal, 6 fire-clay, 1 kaolin, 1 slag, 2 sulphur, 2 sunflower beans, 1 coke, 1 barley 1 equipment), 2 to discharge (1 equipment, 1 feldspar), 2 to discharge/load (1 containers/fire-clay, 1 equipment/containers)
Odessa	10-Apr-2007	Twenty-four vessels in port operating of which 12 loading (5 metal, 1 metal/pig iron, 1 scrap, 1 pig iron, 1 coal, 1 corn, 1 barley, 1 containers/metal), 8 discharging (2 passenger vessels, 2 baggage, 1 baggage/citrus, 1 meat, 1 sugar, 1 general cargo), 4 discharging/loading (2 containers, 1 baggage/general cargo, 1 timber/metal); 12 vessels in roads of which 6 to load (4 metal, 1 barley, 1 pig iron), 6 to load/discharge (4 containers, 1 citrus/baggage, 1 citrus/metal); 66 vessels due of which 29 to load (18 metal, 4 pig iron, 1 scrap, 1 barley, 1 corn, 2 wheat, 1 ore, 1 soya), 6 to discharge (2 metal, 2 bananas, 1 ore, 1 citrus), 31 to load/discharge container.

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