

CasualtyWeek

Apr 27 2007

P&I club issues wire rope fatigue warning

Seafarers told to remain vigilant during mooring and lifting operations and also to inspect ropes regularly, writes James Brewer

FATIGUED seafarers are a well documented headache for the maritime sector — but now concerns are growing over tired wire ropes on ships.

Old rope can cause injury and cost a lot of money if neglected, and surprisingly so can rope manufactured to the latest technology standards.

Accidents involving mooring ropes and cranes are at the top of the worry list.

Liability insurer North of England P&I Club, whose members run 70m gt of ships, has published detailed guidance for its members on how to reduce the risk of accidents involving wire rope fatigue on hard-working ships.

Tony Baker, head of risk management, said: "Despite developments in synthetic fibre rope

design, steel wires are still essential to most modern shipboard operations.

"Even though the manufacturing of modern wire ropes incorporates advances in design and technology, shipboard procedures for wire inspection and lubrication remain absolutely vital for safe operation and cost-effective use."

Club risk management executive Andrew Glen added: "Wires used onboard ships are designed to cope with large loads and stress during routine activities.

"This is certainly the case during mooring and lifting operations, but any operation where crew work in close proximity to wires under significant load must always be safely planned and monitored. The effectiveness of the onboard planned

maintenance and inspection procedures for wire ropes will have a significant impact on the overall risk level."

Another club manager working on the issue, Andrew Kirkham, warned that despite advances in manufacture, wire ropes were not a "fit and forget" piece of equipment. "It still needs old fashioned inspection and maintenance," he said.

Working in conjunction with marine consultancy Brookes Bell and lifting specialist Certex, the club has thus produced a 12-page special issue of its loss prevention newsletter Signals, entitled Wire Ropes and their Uses.

North of England recently sent out a safety poster warning crew of the dangers of "snap-back" accidents with ropes, and New Zealand marine authorities are among others who have issued cautionary memoranda.

Following a basic introduction to wire construction, the P&I publication provides detailed guidance on routine inspection, discard criteria, maintenance, record keeping, certification and regulation.

It then examines specific issues relating to different wire applications on board, including accommodation ladders, lifeboat wires, elevator wires, mechanical pilot hoists, mooring wires, cargo wires and wire ropes used for lashing.

Mr Baker said that the aim was to assist those responsible for maintaining ships' wires by identifying symptoms of potential damage and outlining appropriate actions to care for and maintain their condition.

"It is intended to be used as a supplement to wire manufacturers' instructions and existing planned maintenance procedures that have been implemented on board," he said.

Copies have been circulated to all of North of England's 3,000 entered ships and 310 members' offices.

'Spies in the sky' nab five polluters

By Justin Stares in Brussels

A TEN-day sweep of the Channel and North Sea caught five ships in the act of polluting, Belgian authorities reported yesterday. Six countries contributed seven aircraft to one of Europe's longest continuous joint anti-pollution exercises, unannounced until it had finished just before midday.

Three of the unnamed vessels were detained in British, one in Dutch and one in Belgian waters after planes using infra-red and ultraviolet sensors honed in on the slicks they had left behind.

The planes, with a standby fleet of seven ships used to collect samples, were using "spy in the sky" satellite technology similar to the system now being introduced across the European Union under the CleanSeaNet brand. The satellites can feed data on suspected polluters to coastguard services within minutes.

Participants in the exercise, codenamed Super Cepco (co-ordinated extended pollution control operation), were all signatories of the anti-pollution Bonn convention. It ran for almost 10 times as long as previous exercises and spotted a total of 45 slicks.

Belgium, the Netherlands, Britain, France, Denmark and Germany all provided aircraft, while Sweden and Norway also participated. The European commission contributed financially.

"Belgium, the other North Sea countries and the European Commission wanted to give a signal to the maritime world with this operation that oil pollution in European waters is not tolerated," said Belgian North Sea Minister Renaat Landuyt.

"These large surveillance operations will take place again on top of the regular surveillance. The Belgian government wants to underline its zero tolerance for pollution in the North Sea." The EU would draw up guidelines for surveying polluters, he said.

While five ships were caught, 40 that had deliberately discharged into the sea got away, organisers admitted. "Just because you have policemen on the street, it does not mean there will be no crime," said a spokeswoman.

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

Vessel	Type	Flag	Class	GT	DWT	Bit	Casualty
<i>AUDACITY</i>	product tanker	GBR	LR	2,965	3,778	1997	Sustained lubricating oil cooler failure and unable to start main engine in lat 54 11N, long 00 07W, 8 miles from Flamborough Head Apr 19. Drifting at 1 knot. Tug <i>Red Wolf</i> enroute.
<i>BOURBON DOLPHIN</i>	tug/supply	NOR	—	2,985	4,000	2006	While towing drill platform <i>Transocean Rather</i> Apr 12, reported capsized in 60 58N, long 03 48W. Still afloat attached to the platform. Ten rescued, three dead, five missing. Sank Apr 15 in 3,600 feet.
<i>COMMANDER</i>	bulker	PAN	PR	9,713	16,641	1976	Struck the pier while berthing at Preveza Apr 17. Sustained crack 50cm x 30cm to port side above waterline. Repairs commenced Apr 18. ETC Apr 20.
<i>CRYSTAL CROWN</i>	refrig general	MLT	RS	12,463	11,330	1986	Had mechanical problems off Piraeus Apr 18. Proceeded to Piraeus for class inspection.
<i>EASTWAY</i>	crude oil tanker	SGP	LR	79,553	149,999	1989	In contact with <i>Al Mansour</i> , due strong winds at Algeciras Apr 18. Sustained port side ballast tank damage.
<i>FEDERAL PROGRESS</i>	bulker	HKG	LR	21,469	36,790	1989	Reported ingress of water in No.3 port double bottom, in lat 49 00N, long 64 00W, Apr 18.
<i>FEDERAL VENTURE</i>	bulker	HKG	LR	21,469	38,130	1989	Reported water ingress in No.1 forward port double bottom in lat 48 30N, long 64 00W, Apr 14. Arrived Seven Islands Apr 15 for repairs. Arrived Quebec about Apr 18.
<i>JANE</i>	general	VCT	—	4,643	5,020	1987	Had water ingress to engine-room/ lost power and electricity supply, in bad weather at Vanino Apr 17. Deliberately grounded. Engine-room flooded. Crew abandoned.
<i>LEONIS</i>	general	PAN	RI	4,649	6,500	2005	In collision with <i>Audacity</i> in lat 53 32.7N, long 00 13.4E, mouth of the River Humber, Apr 14. Holed port side, above waterline. Alongside at Grimsby. To repair at Hull.
<i>MARIANA</i>	lpg	GEO	BV	2,314	1,665	1982	Had a gas leakage at Midia Apr 11 and towed out to sea due threat of explosion. Arrived back in Midia Apr 14. Sailed Apr 15.
<i>MASHHOUR</i>	dredger	EGY	LR	7,728	—	1996	In collision with <i>Eastway</i> , due high winds/sandstorm in the Suez Canal Apr 17. Damage sustained. Anchored Suez harbour awaiting investigation.
<i>SEA HANA</i>	vehicle carrier	MLT	NK	26,113	11,737	1978	Reported Apr 18 towed from Colombo to Mormugao after sustaining engine damage.
<i>SOUTHERN MOANA</i>	general	ITA	RI	4,391	4,900	2000	Grounded on sand in New Caledonia Apr 18. Refloated with apparent damage. Proceeding to Lautoka for inspection.
<i>SUCHADA NAREE</i>	bulker	THA	NK	14,431	23,732	1994	Had fire in the hold at Immingham Apr 19 Successfully contained same day by Fire Brigade.
<i>VISAYAN TRADER</i>	ro-ro	PAN	NK	4,182	2,196	1978	Had main engine failure/lost power while en route for Vladivostok Apr 14. Towed into Vladivostok Apr 15.

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The following reports are reprinted from Lloyd's List



A.ASLI (Cambodia)

London, Apr 15 — General cargo *A.Asli* (2123 gt, built 1959) sustained engine problems turning Nara Point and dropped anchor in front of Kilye Koyu Point at 1600, Apr 15. (Note — According to Lloyd's AIS, *A.Asli*, Famagusta for bandrima, which passed Dardanelles Apr 15, in lat 40 12 01.01N, long 26 22 10.32E, at 1409, UTC, speed 2.2 Knots.)

London, Apr 17 — According to Lloyd's MIU AIS, general cargo *A.Asli* was located 8.1 nautical miles from Canakkale, in lat 40 14 55.53N, long 26 30 35.14E, at 0028, UTC, today, course 45.6 deg, speed 8.7 knots.

ACACIA (St. Vincent & Grenadines)

Piraeus, Apr 18 — Repairs to Roll On Roll Off *Acacia* have not yet commenced. — Lloyd's Agents.

ACTIVE (Marshall Islands)

Durban, Apr 13 — Local agents of crude oil tanker *Active* report that vessel is still in dry dock under going repairs in East London They are unable to give us an ETD at this moment. — Lloyd's Agents.

ADELAIDE PEARL (New Zealand)

Wellington, Apr 18 — Maritime New Zealand is investigating an explosion on board fishing (general) *Adelaide Pearl* (189 gt, built 1974) off the Southland coast yesterday, which injured a crew member. Maritime New Zealand spokesman Lindsay Sturt said a compressor exploded early yesterday afternoon when the vessel was near the Auckland Islands, south of Stewart Island. The vessel sailed to Bluff Harbour where a man, who suffered chest injuries in the explosion, was taken to hospital. His injuries were not life-threatening, Mr Sturt said. Maritime New Zealand would be interviewing crew members today to find out what happened, he said. The investigation could take a month. — Lloyd's Agents.

AFRICAN EAGLE (Bahamas)

London, Apr 14 — Bulker *African Eagle*, Antwerp for Riga, passed Brunsbittel 0015, Apr 12. (Note — According to Lloyd's AIS, *African Eagle* in lat 57 02 45.82N, long 24 04 27.07E, at 0949, Apr 15.)

AFRODITE S. (St. Vincent & Grenadines)

Antalya, Apr 17 — The situation of general cargo *Afrodite S.* remains the same. — Lloyd's Agents.

AL MANSOUR (Morocco)

See *Ciudad de Malaga*.

ALEKSANDROV (Cyprus)

London, Apr 15 — Following received from Den Helder RCC, timed 1635, UTC: General cargo *Aleksandrov* (6030 gt, built 1989), P3QX3, Antwerp for Aviles, grounded at 1520, UTC, today, in lat 51 22.4N, long 04 05.1E. High water was at 1220, UTC and water levels are falling. Understood local tugs are proceeding to the scene.

Flushing, Apr 15 — General cargo *Aleksandrov* grounded at 1620 hrs, today, near buoy 54, River Schelde. — Lloyd's Sub-agents.

London, Apr 15 — Following received from Den Helder RCC, timed 2228, UTC: General cargo *Aleksandrov* is still aground. An attempt to refloat her by local tugs will take place around midnight, UTC.

Zeebrugge, Apr 16 — General cargo *Aleksandrov* was reported to be afloat at 0134, local time, today. — Lloyd's Sub-agents.

London, Apr 16 — Following received from Den Helder RCC, timed 0009, UTC: General cargo *Aleksandrov* has been refloated and is proceeding to Flushing for a survey.

Zeebrugge, Apr 16 — General cargo *Aleksandrov* arrived at Berth Q-BOEI/1079, Flushing, at 0525, local time. — Lloyd's Sub-agents.

London, Apr 17 — Information received from Kiel, dated today, states: After its salvage, a survey of the general cargo *Aleksandrov* by divers in Vlissingen, proved that it sustained only minor damages in the grounding. It may proceed to its destination of Antwerp with a cargo of machine parts and steel soon. Tugs of Multraship Salvage B.V. and URS Salvage & Maritime Contracting N.V. had refloated the vessel.

London, Apr 17 — General cargo *Aleksandrov*: Lloyd's Open Form salvage contract was signed with Multraship Salvage BV and Union de Remorquage et de Sauvetage Contracting NV on Apr 15.

London, Apr 17 — A press release, issued by Multraship Towage & Salvage, dated Apr 16, states: On Apr 15, salvage teams from Multraship and URS came to the assistance of the general cargo *Aleksandrov*, which outward-bound from Antwerp with a cargo of steel and machinery parts, grounded on the ebb tide. Although the salvors responded immediately, it was not possible to refloat the vessel on the same tide. However, the salvors, mobilising four tugs under an LOF agreement, righted the vessel in the early hours of Apr 16 and escorted it to Flushing, where a diving inspection revealed no serious damage.

Zeebrugge, Apr 17 — General cargo *Aleksandrov* sailed Flushing 2230, local time, Apr 16, for Gibraltar. — Lloyd's Sub-agents.

ALGOVILLE (Canada)

London, Apr 12 — As of Apr 11, bulker *Algoville* was still laid-up at Berth 109, in Hamilton, Ontario.

ALI RIZA DENIZ (Panama)

Piraeus, Apr 16 — Passenger (cruise) *Ali Riza Deniz* (743 gt, built 1974),

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Patras to Istanbul, ran aground in shallow waters near Lavrion while sailing empty, Apr 14. All five crew members were reportedly healthy. No pollution was reported. The vessel was towed to Lavrion port where it remains, waiting inspection. — Lloyd's Agents.

ALMIRANTE IRIZAR (Argentina)

London, Apr 13 — A press report, dated Apr 12, states: The first group of the 296 survivors of a fire on board icebreaker *Almirante Irizar* returned today. Speaking to survivors who arrived by transport plane at a military base in suburban Buenos Aires, Defence Minister Nilda Garre praised the ship's master, Guillermo Tarapow, for his handling of the crisis, preventing serious injury. Other flights carrying survivors were to arrive Buenos Aires and in other Argentine cities later today. Garre said specialists on three navy ships had reached the scene and boarded *Almirante Irizar* to examine the damage from the fire, since extinguished. She said they were preparing to tow the ship to a navy base at Puerto Belgrano. "*Almirante Irizar* is key to our strategy in Antarctica and now the repairs will begin," she added, acknowledging that the fire posed "great difficulties" for its missions to the continent. Authorities did not give a cause for the fire.

London, Apr 16 — The loss of the Argentine Navy's icebreaker *Almirante Irizar*, seriously damaged by fire and abandoned last week, is likely to cause serious problems for the Antarctic research stations which rely on it for resupply. Salvors from the Argentine Navy are on hand at the casualty while the majority of the 241 crew and scientists have been returned safely to the Argentine naval base at Puerto Madryn. A handful of injuries have been reported.

London, Apr 17 — Following navigation warning dated yesterday, states: Icebreaker *Almirante Irizar* of the Argentinean navy, is anchored in position lat 44 01S, long 62 21W with eight chains shackles. The vessel is being prepared to be towed to port. All ships in the area keep five nautical miles away of such position.

Buenos Aires, Apr 17 — According to a statement released by the navy, strong winds of 37 knots and waves of up to seven metres are seriously hampering the work needed to tow the icebreaker *Almirante Irizar* to a safe place. The vessel is still 140 miles away from Puerto Madryn, waiting to be towed to Puerto Belgrano's Naval Base. It is also reported that the master, 30 crew members and staff from the Salvage Service of the Army are on board, in order to evaluate vessel's damages. — Lloyd's Agents.

ANDRE H. (Canada)

See *Federal Power*.

ANGELA STAR (Panama)

Durban, Apr 12 — Bulker *Angela Star* sailed Durban Apr 6 for Richards Bay. — Lloyd's Agents.

ANTILLES II (Panama)

London, Apr 18 — Bulker *Antilles II* passed Panama Canal Apr 6 and according to Lloyd's MIU AIS was anchored off Balboa at 0622, UTC, today.

ARKTIKA (Russia)

St. Petersburg, Apr 12 — According to available information, the fire on icebreaker *Arktika* started at 1040 hrs, Apr 8 in a cabin on the upper deck (starboard side). Three cabins were damaged by the fire, as well as "electric board". No pollution was noted. The fire was put out and the icebreaker proceeded to Murmansk for further repairs. — Lloyd's Agents.

ATLANT (Poland)

London, Apr 18 — Tug *Atlant* has now arrived at Swinoujscie.

ATLANTIC REBEL (Canada)

London, Apr 18 — At 0010, UTC, today fishing (general) *Atlantic Rebel* (99 gt, built 1979) requested assistance, saying she was in ice, in lat 49 32.35N, long 54 08.54W and in danger of drifting onto a shoal.

London, Apr 18 — Following received from RCC Halifax, timed 2030, UTC: Fishing (general) *Atlantic Rebel* reported she is holed and taking on water. Her pumps are containing the ingress, but it is the intention to drop a larger pump on board, by helicopter.

London, Apr 19 — Following received from Halifax RCC, timed 0003, UTC: Fishing (general) *Atlantic Rebel* was escorted to workable ice and proceeded under its own power.

AUDACITY (U.K.)

London, Apr 14 — Following received from Coastguard Humber MRSC, timed 1712, UTC: Product tanker *Audacity* (2965 gt, built 1997), departing River Humber bound for Aberdeen, was in collision with general cargo *Leonis* (4649 gt, built 2005), inbound for Grimsby, at the mouth of the River Humber, in lat 53 32.7N, long 00 13.4E, at 1249, UTC, today. *Audacity* was on a course of 087 deg at four knots at the time of the collision but engines were going full astern. Vessel was displaying standard navigational lights for the weather conditions but no sound signals. *Leonis* was on a course of 267 deg at a speed of about five knots at the time. *Audacity* sustained damage to the flare of the bow and *Leonis* sustained damage to its hull, which was holed on the port side about four metres above the waterline and aft the anchor. No injuries or pollution were reported. *Audacity* is now at anchor in Bull Anchorage and *Leonis* is alongside in Grimsby.

London, Apr 15 — A press release from The Maritime & Coastguard Agency, timed 1516, UTC, Apr 14, states: Just before 1400 hrs Humber Coastguard received a call from Vessel Traffic Services Humber reporting a collision at the mouth of the River Humber between product tanker *Audacity* and general cargo *Leonis*. *Leonis* was on inbound passage to Grimsby when it collided with *Audacity*

which was outbound for Aberdeen. *Leonis* has been holed on the portside, 4m above the waterline and is continuing en route to Grimsby. *Audacity* has also sustained some slight damage and is abandoning its passage for repairs. Mike Puplett, Humber Coastguard Watch Manager said: "We can confirm that none of the crew on board either vessel have suffered any injuries and there is no pollution. We have alerted the Marine Accident Investigation Branch who will investigate the collision and determine what happened."

Hull, Apr 18 — Product tanker *Audacity* was departing the River Humber for Aberdeen and while navigating the entrance to the river made contact with the inbound general cargo *Leonis*. *Audacity* is currently at Humber anchorage and is affecting repairs to damage sustained. She is expected to continue to her destination of Aberdeen following the completion of repairs. *Leonis* proceeded to Grimsby and discharged cargo. This vessel has sustained damage to her bow and is expected to proceed to Hull for repairs on this evening's tide. — Lloyd's Agents.

London, Apr 19 — Following received from Coastguard Humber MRSC, timed 0620, UTC: Product tanker *Audacity* (2965 gt, built 1997), River Humber for Aberdeen, sustained lub oil cooler failure and unable to start main engine and drifting at one knot on tide in approximately lat 54 11N, long 00 07W, eight nautical miles from Flamborough Head, at 0600, UTC, today. Tug *Red Wolf* tasked by owners, departed Immingham 0530, UTC, and ETA on scene 0930, UTC.

BALTIC SEAGULL (Russia)

St. Petersburg, Apr 12 — Product tanker *Baltic Seagull* was refloated at 1605 hrs, Apr 10. According to her agent, a divers examination was performed and no damage was noted. The vessel is currently at Severnaya Verf shiprepair yard, awaiting owners further instructions. — Lloyd's Agents.

BEZA (Madeira)

Ferrol, Apr 16 — General cargo *Beza* did not have any damage because of the sand and mud bottom. The vessel has already discharged its cargo of fertilisers at Ribadeo and is now loading a new cargo of cellulose at the same port. The vessel will be sailing tomorrow evening bound for Amsterdam. — Lloyd's Agents.

BOURBON DOLPHIN (Norway)

London, Apr 12 — Following received from Coastguard Shetland MRCC, timed 1745, UTC: Anchor handling tug/supply *Bourbon Dolphin* (2985 gt, built 2006), 15 crew members, towing drill platform *Transocean Rather* (22052 gt, built 1987) reported capsized in lat 60 58.32N, long 03 48.49W. *Bourbon Dolphin* is still afloat but capsized, attached to the platform, one confirmed fatality. The other 14 crew members have reportedly been rescued but this is not confirmed. Rescue

helicopters tasked and other vessels in the vicinity are proceeding to the casualty.

London, Apr 12 — A press report, dated today, states: A total of five people are missing, feared trapped inside capsized anchor handling tug/supply *Bourbon Dolphin* in the North Sea. Rescue teams said 10 of the Norwegian crew had been recovered following the incident at 1700, BST, about 75 miles west of the Shetland coast. Eight of the 10 were said to be safe but the situation regarding the other two crew members is not yet known. Six navy divers are being flown to the vessel from Faslane on the Clyde in an attempt to locate the trapped five. Four of the rescued crew were flown to Shetland for treatment. *Bourbon Dolphin*, a new vessel, had been working in the vicinity of the Rosebank oilfield with a crew of 15. RAF spokesman Michael Mulford said “Five are believed to be still inside the upturned hull.” “If there is any possibility that these people are in there and alive this will be their one chance of getting out.” Mr Mulford said eight of the rescued men “were known to be safe” but he “did not know for sure” about the other two. Earlier Mr Mulford told BBC Scotland: “What we know is that a rig support vessel, while moving away from the rig, has capsized. “A Nimrod which was flying over the Irish Sea training has been diverted to aid in the search.” Mr Mulford said Shetland coastguard scrambled its helicopter and a second North Sea helicopter was also dispatched. An RAF Nimrod is also involved in the rescue operation. The coastguard has appealed for help from vessels in the area. A statement from rig operators Transocean said: “At 5.20pm today, *Bourbon Dolphin*, an anchor handling tug supply vessel owned by Bourbon Offshore, capsized while handling anchor two of the semisubmersible drill platform *Transocean Rather*. “Two nearby vessels are providing assistance, and two helicopters have been mobilised from Sumburgh in support of rescue operations. “We have no further details available at present but, in accordance with company policy, we have activated the Transocean Emergency Response Team who will provide support to the rig management as needed and are maintaining contact with the appropriate emergency services. “The first duty of the Emergency Response Team is to do everything it can to ensure the safety of all personnel on the anchor handling vessel and the rig.”

London, Apr 13 — A Maritime & Coastguard Agency press release, timed 2236, UTC, Apr 12, states: This evening Shetland Coastguard have been co-ordinating a Search and Rescue (SAR) Operation 75 nautical miles North, West of Shetland where anchor handling tug/supply *Bourbon Dolphin* capsized. Ten crewman have been recovered, three are confirmed as deceased and five remain missing. Shetland Coastguard have now stood down the Rescue Helicopters; they will resume the search for the remaining

five crewman again at first light, however the Search and Rescue operation will be changed to a Search and Recovery operation. A Naval diving unit has been flown to drill platform *Transocean Rather* and divers will be assisting in the continuing search throughout the night. All non essential personnel were down-manned from *Transocean Rather* as there is a very minimal risk that the capsized vessel could potentially damage the platform.

London, Apr 13 — A press report, dated today, states: A 15-year-old schoolboy on work experience is among five crew missing on the capsized anchor handling tug/supply *Bourbon Dolphin*, sources said today. Rescuers are pinning their hopes on the possibility that the five missing could have survived in an air pocket in the hull but conceded it would be a “miracle” if they were alive.

London, Apr 13 — A press report, dated today, states: Focus on the capsized anchor handling tug/supply *Bourbon Dolphin* has turned to its salvage with Smit appointed to undertake this job. An investigation will also begin soon, led by Norwegian authorities, to find the reason for the incident that has resulted in three confirmed deaths and five crew members still missing. Bourbon Offshore Norway, the owners, has appointed Smit to undertake the salvage operation. “We have the *Bourbon Dolphin* salvage contract and are discussing plans right now on how to do this,” said a Smit spokeswoman. The ship remains buoyant despite capsizing. Hopes are fading of finding any more survivors as water temperatures quickly lead to hyperthermia and death, although navy divers are at the scene continuing their search using remotely operated vehicles. Norwegian authorities have decided to set up a special team of investigators and maritime specialists to access how the accident happened to a Norwegian flagged ship in international waters. “The investigation has escalated to a high level. A special team has been commissioned by the Department of Justice to involve various professionals with different backgrounds,” said Sigurd Gude, deputy director general with the Norwegian Maritime Directorate. “They will be looking at the ship’s construction, its certification and approvals and will conduct a full investigation to establish what happened.”

London, Apr 14 — A press report, dated today, states: Salvage crews are continuing efforts to recover anchor handling tug/supply *Bourbon Dolphin* which capsized north-west of Shetland. Seven of the crew survived the accident but three sailors have been confirmed dead. The search for five other crew members has been abandoned. Royal Navy divers entered the submerged vessel three times yesterday but found no signs of life. They were later forced to withdraw amid rough seas. Neville Davis, of Shetland Coastguard, said: “After an intensive search we must now accept that despite tremendous efforts

from all rescue units involved it is extremely unlikely that the five missing crew will be found alive and our sympathies are with the families of the crew at this time. We would like to thank all the rescue units and vessels involved in this operation who have made every effort possible and thankfully did bring seven survivors to safety.” The operation around the upturned *Bourbon Dolphin* has now switched focus to the salvage of the vessel, which currently remains afloat. Grampian Police said they would begin an investigation into the incident. A marine accident inquiry will also be carried out.

London, Apr 14 — A press report, dated today, states: Salvors today started to try to retrieve the stricken anchor handling tug/supply *Bourbon Dolphin*, which capsized off the Shetland Islands. The move follows a failed attempt by Royal Navy divers to search the upturned tug for the bodies of five Norwegians still missing, the Maritime and Coastguard Agency said. Three people died in the accident, while seven of the crew were rescued. The MCA called off its search and recovery operation yesterday after it was deemed too dangerous. Sophie Turner, press officer for the agency, said: “It was dark and dangerous with strong currents and wind, and the water at this time of year is icy cold, about five degrees Celsius.” It is expected the tug will be towed back to Shetland by mid-week by SMIT Salvage BV. An investigation will be held into why the capsizing occurred.

London, Apr 15 — A press release from The Maritime & Coastguard Agency, timed 1200, UTC, Apr 14, states: The Dutch salvage contactors Smit Salvage have this morning started the salvage operation of the capsized anchor handling tug/supply *Bourbon Dolphin*. The salvage operation plan is to recover the chain between drill platform *Transocean Rather* and the *Bourbon Dolphin*. Supply *Highland Valour* is expected to be on scene later tonight to support the operation. Eventually Smit Salvage hope to be able to tow *Bourbon Dolphin* back to Shetland.

London, Apr 15 — Following received from Coastguard Shetland MRCC, timed 2019, BST: Anchor handling tug/supply *Bourbon Dolphin*: Drill platform *Transocean Rather* anchored in lat 60 59N, long 03 50W. Special tasking to carry two salvage masters from Shetland to *Transocean Rather* in support of salvage of *Bourbon Dolphin*. ETV to depart Scalloway once salvage masters on board and make best speed for *Transocean Rather*.

London, Apr 15 — A press report, dated today, states: Salvage experts were yesterday drawing up plans to tow to shore anchor handling tug/supply *Bourbon Dolphin*. The bodies of some of the five missing persons are believed still to be inside the vessel. The seven crew members who escaped told their rescuers that the ship overturned while preparing to drop the last of eight anchors for drill platform *Transocean Rather*. Trond Myklebust, director of

Bourbon Offshore, the ship's owner, said his company had begun an inquiry, including checking who was at the helm when the ship turned over. The company's inquiry is running alongside an official investigation by the Norwegian maritime directorate. "We will investigate this and launch a thorough review of the causes," said Dag Terje Andersen, Norway's trade and industry minister. The wreck has been explored by navy divers, who found nothing, and yesterday the company Smit Salvage was at the vessel's location, trying to recover an anchor chain seen as key to the investigation. The vessel was carrying out a routine operation laying an anchor used to stabilise the rig when the accident happened. Investigators believe the anchor chain, weighing up to 300 tons, may have jumped out of its guides and run along the side of the vessel, pulling it over. Workers on board said they saw the 250ft vessel manoeuvring the anchor into position before making a sudden sharp turn. The chain between the anchor and the rig was seen to tighten and run up the side of the ship, forcing it onto its side. Minutes later it capsized with the anchor chain still in place running back to the rig. Tore Hoifodt, director of information for the vessel's insurance company Bureau Veritas, said it was highly unlikely that a failure of the winding mechanism was to blame because there were three back-up motors. He added that it would not have been possible for the crew to cut the anchor chain and they would not have had time to engage a tension control mechanism to loosen it.

London, Apr 16 — The Norwegian government has ordered a high-level maritime safety investigation after last week's capsizing of anchor handling tug/supply *Bourbon Dolphin*, which left three crew dead and five missing as of last night. Mystery surrounds the precise cause of the capsizing of the six-month old vessel as it was undertaking anchor operations close to drill platform *Transocean Rather*. Investigators, however, are already understood to be focusing on early reports from the surviving crew suggesting that the last of the platform's eight anchors slipped. Reports suggest that the anchor slipped up the side of *Bourbon Dolphin*, putting strain on the vessel and causing it to sink rapidly. A spokesman from the vessel's classification society DNV said that if these reports were accurate, then the vessel would be unstable, as this is not part of its designed capabilities, and could account for the accident. He added that, to his knowledge, this had not occurred in the North Sea's 30-year offshore history. The Norwegian government has set up a team of investigators and maritime specialists to look into the accident, which left a total of eight people presumed dead, including a 15-year old boy. Sigurd Gude, deputy director general with the Norwegian Maritime Directorate, said the special team "will be looking at the

vessel's construction, its certification and approvals and will conduct a full investigation to establish what happened". Shetland Coastguard confirmed the search for the remaining crew had been called off, and by late Friday evening (Apr 13), Bourbon Offshore had appointed Smit to undertake the salvage operation of the vessel. Transocean said it had evacuated 72 workers from the platform, leaving a skeleton crew of 27. The loss of *Bourbon Dolphin* from the support vessel market has led to further spot rate rises as oil companies continue to move other rigs and seek more tonnage. The market was already tight, but oil companies have been forced to pay dayrates of up to £120,000 for anchor handlers towing the largest rigs in harsh environments. "It is a tight market and very limited availability for anchor handlers," said an Aberdeen-based broker. *Bourbon Dolphin* is insured on a hull and machinery basis for around Nkr 300 million (\$50 million), according to insurance market sources. The risk is syndicated among various underwriters, with the claims lead held by Gjensidige. On the protection and indemnity side, the vessel is fully covered by Gard, the major Norway-based insurer which has a substantial portfolio in the offshore business.

London, Apr 16 — A press report, dated Apr 15, states: Anchor handling tug/supply *Bourbon Dolphin*, which capsized off Shetland, killing eight of the crew, has sunk. The vessel overturned in the Atlantic on Thursday (Apr 12) and coastguards confirmed the vessel sank at 2115, BST, today. Three bodies have so far been recovered, but their identities have not been released. Five others are missing, presumed dead, and it is thought their bodies may still be inside the vessel. The vessel's operator, Bourbon Offshore, had hoped to tow the vessel back to shore. However, describing the ship as "very unstable", Shetland Coastguard watch manager Neil Cumming said: "It was released from a rig yesterday and slowly it began to sink." The police investigation has been handed over to a Norwegian government commission set up to look into the incident.

London, Apr 16 — A press release from Bourbon Offshore Norway, dated today, states: Following the accident of anchor handling tug/supply *Bourbon Dolphin*, which occurred on Apr 12 off the Shetland Islands, claiming eight lives, the vessel sank at 2116, local time, Apr 15 and is lying at 3,600 feet (1100 m). Smit Salvage started the salvage operations in the middle of the day on Apr 15 after a complete survey of the situation. The salvage team was composed of two tugs with crew and material, four specialized divers and one Salvage Master in charge of the operations. The vessel was first disconnected from the rig (drill platform *Transocean Rather*) and as the weather conditions became bad, 25 knot south-westerly wind and four metre high waves, it became destabilized and sank before towage

was possible. For the time being, most of the Smit Salvage teams have left the zone, except for one tug that remains for the moment in the zone to monitor the current situation. All Bourbon's staff are now waiting to learn of the detailed circumstances and the probable causes of this accident, to understand how such an accident could have occurred. This will no doubt take several weeks of official investigations. The responsibility of the police inquiry has been transferred from the British to the Norwegian authorities who have appointed a Commission of maritime affairs.

London, Apr 18 — A press report, dated Apr 17, states: Attempts to salve anchor handling tug/supply *Bourbon Dolphin*, which capsized off Shetland last week, may now be abandoned after the upturned, unstable vessel sank on Sunday night (Apr 15). The Norwegian owners had hoped to tow the vessel to Shetland, about 80 miles away, to recover the bodies of five missing crewmen, including David Remoy, the 14-year-old boy who was said to have been on the bridge with his father, Oddne, 44, when the vessel turned over in calm seas. Shetland Coastguard said yesterday that the vessel sank to a depth of around 3,600ft after it was released from drill platform *Transocean Rather* in winds of about 30 mph and waves of 13 feet. Bourbon Offshore sent two tugs and a team of specialist divers to carry out investigations into a recovery, and are now considering whether a salvage operation is still possible.

BRITISH KESTREL (Isle of Man)

London, Apr 19 — Crude oil tanker *British Kestrel*, from Pascagopula, passed Yucatan Channel southbound Apr 18.

CAPE BEAR (Liberia)

London, Apr 12 — Following received from the managers of combined chemical and oil tank *Cape Bear*, dated today: *Cape Bear* undertook repairs to its stern tube sealing system and has never been involved with any rudder damage.

CAPE HATTERAS (Cyprus)

Lisbon, Apr 13 — Container Carrier *Cape Hatteras*: According to information from our Sub-Agents in Setubal, the vessel arrived Setubal in tow due to damage to its main engine gearbox. The vessel discharged cargo and is presently repairing but there are some parts needed that will not arrive until mid-May, so it is berthed awaiting parts to complete repairs. — Lloyd's Agents.

CARIBBEAN BARGE

See *Caribbean Tug*.

CARIBBEAN TUG (Panama)

Santo Domingo, Apr 18 — Tug *Caribbean Tug* and barge *Caribbean Barge* are still aground. Salvage equipment is presently removing the cargo of gravel. Heavy rain hampering operations. — Lloyd's Agents.

**CHARLOTTE W.
(St. Vincent & Grenadines)**

Maassluis, Apr 11 — Tug *Charlotte W.*, towing pontoon *Stemat 60*, sailed Rotterdam Apr 10. — Lloyd's Sub-agents.

CHERRY SAND (U.K.)

London, Apr 17 — Following received from Coastguard Humber MRSC, timed 2327, UTC, Apr 16: Hopper dredger *Cherry Sand* (1080 gt, built 1968), Hull for Goole with seven persons on board, reported grounded and listing in lat 53 44.13N, long 00 17.49W, at 2115, UTC, Apr 16. The crew abandoned the vessel and were taken to safety by Humber Independent Rescue Boat. *Cherry Sand* is to be refloated at approximately 0100, UTC, Apr 17. The harbour-master is organising a tug to assist.

London, Apr 17 — Following received from Coastguard Humber MRSC, timed 0446, UTC: Hopper dredger *Cherry Sand* refloated at 0332, UTC, and is now proceeding to Grimsby.

London, Apr 17 — Following received from Coastguard Humber MRSC, timed 0622, UTC: Hopper dredger *Cherry Sand* refloated at 0332, UTC, with no damage or pollution. Vessel now entering Alexandra Dock, Hull, at 0618, UTC.

Hull, Apr 18 — Understand that hopper dredger *Cherry Sand* has been inspected by divers for bottom damage. None has been found and as such the vessel has been returned to work dredging in Alexandra Dock, Hull. — Lloyd's Agents.

**CIUDAD DE MALAGA
(Canary Islands)**

London, Apr 18 — Information received from Kiel, dated today, states: Understand passenger ro/ro *Al Mansour* (11717 gt, built 1975), caught in strong winds in Algeciras and was in contact the starboard side of the Roll On Roll Off *Ciudad de Malaga* (8845 gt, built 1996) today. Nothing known about damages.

COMMANDER (Panama)

Piraeus, Apr 19 — Bulker *Commander* (9713 gt, built 1976) struck the pier at the port of Preveza during berthing manoeuvres Apr 17. Vessel sustained a crack at her port side, about 50cm high, 30cm wide and 1.60m above the waterline. Repairs to the vessel commenced yesterday at Preveza and are estimated to complete tomorrow. — Lloyd's Agents.

CONSTANCE N. (Liberia)

London, Apr 16 — Information received from Kiel, dated today, states: Bulker *Constance N.* is actually detained in Hamburg. The vessel is berthed at the Kirchpauer quay.

CRYSTAL CROWN (Malta)

London, Apr 19 — Following received from Piraeus RCC, timed 0930, UTC: Refrigerated general cargo *Crystal Crown* (12463 gt, built 1986) Russia for Panama, had mechanical problems off Piraeus at 0330, local time, Apr 18. Vessel proceeded under own means to Piraeus anchorage and is awaiting NV inspection.

DONAU (Belgium)

London, Apr 16 — Following received from Coast Guard New Orleans, timed 1535, UTC: Liquid Petroleum Gas Carrier *Donau* (23508 gt, built 1985) and bulker *Fu Zhou Hai* (38712 gt, built 1995) were in collision off Galveston at 0918, UTC, Apr 14. Only minor hull damage to both vessels, which are awaiting class surveys, etc. (Note — According to Lloyd's MIU AIS, *Donau* was located stationary 18.7 nautical miles off Galveston, in lat 29 17 07.79N, long 94 29 19.41W, at 1448, UTC, today, while *Fu Zhou Hai* was located stationary 19.6 nautical miles off Galveston, in lat 29 16 23.16N, long 94 28 25.86W, at 1538, UTC, today.

London, Apr 17 — Following received from Coast Guard New Orleans, timed 0004, UTC: Liquid petroleum gas carrier *Donau* has been inspected by a Class surveyor and has been cleared to enter New Orleans for repairs. Bulker *Fu Zhou Hai* is still awaiting inspection.

London, Apr 18 — Following received from Coast Guard New Orleans, timed 1350, UTC: Liquid Petroleum Gas Carrier *Donau*, collision with bulker *Fu Zhou Hai*: *Donau* has now arrived in Houston for permanent repairs. *Fu Zhou Hai* remains in the same position, still held pending completion of class survey.

EAGLE CARINA (Singapore)

London, Apr 13 — Following received from Coast Guard New Orleans, timed 1420, UTC: Crude oil tanker *Eagle Carina* (52504 gt, built 1993), inbound for Baton Rouge, cargo crude oil, grounded at Mile 19, lower River Mississippi, at 0922, UTC, today. Vessel was able to refloat itself and has proceeded to Boothville Anchorage, Mile 12. No damage reported.

London, Apr 16 — According to Lloyd's MIU AIS, crude oil tanker *Eagle Carina* was located stationary 0.6 nautical miles from Gramercy, La, in lat 30 02 26.7N, long 90 41 05.64W, at 1123, UTC, today.

London, Apr 16 — Following received from Coast Guard New Orleans, timed 1545, UTC: Crude oil tanker *Eagle Carina*: The Captain of Port Order on the vessel has been rescinded and the vessel is free to depart.

EASTWAY (Singapore)

Port Said, Apr 18 — Due to high winds prevailing with a sandstorm, crude oil tanker *Eastway* (79553 gt, built 1989) and dredger *Mashhour* (7728 gt, built 1996) were in collision at 132 kms in the Suez Canal at 2240, local time, yesterday. *Eastway* entered the Canal in convoy at Port Said on Apr 17. *Eastway* sustained port side ballast tank damage, *Mashhour* was also damaged. As a result of the incident, four crew members of *Mashhour* were injured. *Eastway* continued to Suez and anchored outside Suez harbour at 0047, local time, today, waiting for the SCA to investigate the incident. — Lloyd's Agents. (Note — *Eastway* sailed Singapore Mar 24 for Libya.)

EIFUKU MARU NO.7 (Japan)

Yokohama, Apr 13 — General cargo *Eifuku Maru No.7* is still lying in the same position in 120 metres depth. It is not yet certain if the wreck will have to be removed or not. Although general cargo *Yinhe No.1* sustained cracking damage to its port bow and bulbous bow resulting in water ingress, it could navigate under its own power and arrived at Tanabe port at 1130, Apr 7. The vessel has been under investigation by Japan Coast Guard and after the investigation it will sail for Nagoya for discharge of its cargo. Reportedly it will be temporarily repaired at Nagoya. — Lloyd's Agents.

ERIKA (Malta)

London, Apr 18 — French maritime experts have blamed the loss of non specific tanker *Erika* on inadequate structural repairs and the failure of the vessel's master and manager to appreciate the vessel's state after the appearance of cracks on its deck. Dominique Paulet, one of four experts appointed by the examining magistrate investigating the loss of *Erika* to appear before the court on Monday (Apr 16), said the vessel's sinking on Dec 12, 1999, had been the result of two separate events. He said that the vessel had been damaged initially by an exceptional wave which, in the vessel's existing state of structural weakness, had caused cracking on its deck and breached the wall between its number three central cargo tank and its number two ballast tank. "It must have been a very big wave," he said, although he added that the vessel had lost 17% of its resistance as a result of corrosion and a further 8% following the appearance of the cracks in its deck towards midday on Dec 11, 1999. He indicated, however, that the damage sustained on Dec 11 had not in itself caused the loss of the vessel but the cause was rather what had happened subsequently during the afternoon and evening of Dec 11 and the early hours of Dec 12. Mr Paulet argued that a capsizing of the vessel, which the master had feared after it had begun to list, would have been virtually impossible, given its natural high level of stability. Sinking, too, was a virtual impossibility, he said, because the vessel's multi-tank structure gave it a high degree of buoyancy. The only other possibility, he said, was structural break-up caused by flexion, itself the result of repeated compression and traction under the effect of strong wave action. "The deck found itself under very strong compression where the plating had not been replaced by plating of sufficient thickness," he said, referring to plate replacement carried out at Bijela in July and August, 1998, in connection with the vessel's special five-year survey. A second expert, Philippe Clouet, drew attention to the use by the yard of 13-mm plate to replace worn 16-mm plate on the vessel's deck and 10-mm plate to replace 13-mm plate in a worn bulkhead, estimating the loss of thickness in the areas concerned at 25% and the loss of resistance to

compression at 58%. However, he was also critical of the vessel's master for the way he handled the vessel following the discovery of cracks on the vessel's deck in the early afternoon of Dec 11. He claimed that the master had been preoccupied by the vessel's list and his fear that it would capsize and had failed to take sufficient account of its structural problems. He argued, in particular, that the master had failed to draw the right conclusion from the breach in the bulkhead between the vessel's number three central cargo tank and its number two starboard ballast tank which had been revealed by the discovery of oil and water in the previously virtually empty ballast tank. His decision, notably, to seek refuge at Donges, which exposed the vessel to wave action on its rear flank, had increased the pressure on its structure, exposing it to torsion as well as flexion. He was critical, too, of the failure of the master and ship manager Panship to communicate all the relevant information regarding the vessel's state to the French coast guard. They had made "errors of appreciation of the real risks" faced by the vessel and its crew and had been guilty of "silence, lies and omissions" regarding the vessel's real state, he told the court. (See issue of Apr 10.)

London, Apr 19 — The court hearing the non specific tanker *Erika* trial has been told that the loss of the vessel was entirely due to the failure to carry out adequate repair work at the time of its five-year special survey at Bijela in the summer of 1998. A group of maritime technical experts appointed by the Court of Commerce in Dunkirk, the port of departure for the vessel's final uncompleted voyage to Italy, contradicted experts appointed by the examining magistrate in Paris, who told the court on Monday (Apr 16) that the vessel's master and the technical manager were also to blame for the loss of the vessel. The Dunkirk experts — naval architects Jean-Paul Christophe and Michel Kindermans and former master Alfred Smith — argued that the vessel's fate had been sealed when it left the port of Dunkirk on its final uncompleted voyage to Italy and that neither the handling of the vessel by the master nor the way that it was vetted by the Total oil group had contributed to its loss. Mr Christophe told the court that only 35 tonnes of plating had been replaced in the vessel's No 2 starboard ballast tank during its drydocking in Bijela in 1998, compared with an estimated 209 tonnes required. He challenged the thickness measurements taken by a specialist company, giving one example of a reading of 16 mm it had taken on plate which had been 19 mm thick originally, which the experts had found to be 7.5 mm in reality. "That is the worst one but the others were in the same style," he said. The vessel's state of corrosion when it left the port of Dunkirk was well beyond what was acceptable from a classification point of view and was in "total contradiction" with the thickness measurements taken 14 months earlier. "That can only

come from a wish to reduce the cost of the work," he told the court after recalling that the original estimate of the cost of steel replacement had been reduced more than threefold, from more than \$500,000 to \$157,000. He acknowledged that the vessel had been in operation for 14 months following its departure from Bijela without any problems but said this was "because it was in the Mediterranean and not the Bay of Biscay in winter. The structure of the vessel was not in a state to resist winter weather conditions in the Bay of Biscay even if that day they were not very severe," he said. And later, under questioning from court president Jean-Baptiste Parlos, he confirmed: "There is only one cause of the shipwreck and that is the way that the vessel was repaired in Bijela."

FEDERAL POWER (Cyprus)

London, Apr 18 — At 1040 hrs, Apr 17, general cargo *Federal Power* (12993 gt, built 2000), struck the jetty at Three Rivers, when the aft towline connected to tug *Ocean Bravo* (320 gt, built 1970) broke while berthing. Tug *Andre H.* (317 gt, built 1963) was also assisting.

FEDERAL PROGRESS (Hong Kong)

London, Apr 18 — At 0630 hrs, today, bulker *Federal Progress* (21469 gt, built 1989) reported ingress of water in No.3 port double bottom, in lat 49 00N, long 64 00W. (Note — *Federal Progress* sailed from St. Eustatius on Apr 12 and was ETA at Seven Islands on Apr 18.)

FEDERAL VENTURE (Hong Kong)

London, Apr 16 — On Apr 14, bulker *Federal Venture* (21469 gt, built 1989) reported water ingress in No.1 forward port double bottom, when in lat 48 30N, long 64 00W. Repairs will be carried out at Seven Islands, Quebec.

London, Apr 18 — Bulker *Federal Venture* arrived Seven Islands Apr 15.

London, Apr 19 — Bulker *Federal Venture* arrived Quebec about Apr 18.

FINJA (Germany)

See under "Pollution".

FRANCA (Argentina)

London, Apr 16 — Following navigation warning dated yesterday, states: In lat 40 09S, long 57 39W, fishing *Cabo de Hornos* towing fishing (general) *Franca* (119 gt, built 1988), line length 350 metres, speed 6 knots, course 004, bound for Mar del Plata port.

FU ZHOU HAI (China)

See *Donau*.

FUJIMARINE (Singapore)

London, Apr 14 — Vehicle carrier *Fujimarine* sailed Port Vila Apr 12.

London, Apr 16 — Vehicle carrier *Fujimarine* arrived Auckland Apr 15.

Honolulu, Apr 17 — Vehicle carrier *Fujimarine* completed additional temporary repairs at Guam and departed for Taiwan to be drydocked for permanent repairs. — Lloyd's Agents.

GAS MONARCH (Bahamas)

London, Apr 17 — Following received from the Maritime & Coastguard Agency, dated today: Yarmouth Coastguard received a mayday call from the yacht *Whispa*, 45 foot, reporting that they had been in collision with a Liquid Petroleum Gas Carrier *Gas Monarch* (4402 gt, built 1997), carrying a cargo of 2,500 tonnes of propane, seven miles south-east of Lowestoft at 2157, yesterday evening. The wooden built yacht with two people on board made the mayday call to the coastguard after being in collision with the 4,000 ton gas carrier in fog. Yarmouth Coastguard requested the launch of the Lowestoft RNLI lifeboat to go to the aid of the yacht and the crew. The lifeboat and yacht were met on arrival at Lowestoft by the Lowestoft Coastguard rescue team. *Gas Monarch* stood by the yacht *Whispa* until the arrival of the lifeboat. The lifeboat was then able to take the yacht under tow back to Lowestoft. No one was injured in the incident, and the Marine Accident Investigation Branch have been informed of the incident.

GLACE BAY LADY (Canada)

London, Apr 17 — At 1429, UTC, today, fishing (general) *Glace Bay Lady* (103 gt, built 1990) reported disabled with steering problems due to an inoperative rudder, in lat 49 00N, long 52 39W. Vessel requested towing assistance.

London, Apr 17 — Following received from Halifax RCC, timed 2010, UTC: Understood the rudder of fishing (general) *Glace Bay Lady* was damaged by ice. A Coast Guard cutter has been tasked to render towage assistance and is proceeding to the vessel.

London, Apr 18 — Following received from Halifax RCC, timed 1420, UTC: Fishing (general) *Glace Bay Lady* was towed to Buena Vista, NF, where arrived at 0530, UTC, today.

GRETA KOSAN (Isle of Man)

Oporto, Apr 13 — Liquid Petroleum Gas Carrier *Greta Kosan* arrived Viana do Castelo Apr 5 and went to dry dock at Shipyard of Viana do Castelo Apr 6. ETD from the shipyard is May 2 . — Lloyd's Agents.

HARPOON (Philippines)

Manila Apr 18 — Afloat repairs are still ongoing on general cargo *Harpoon* at Tsuneshi Heavy Industries (Cebu) Inc. shipyard in Cebu Island. Shipyard officials said they expect repairs to be completed by May. — Lloyd's List Correspondent.

HWA JAAN NO.16 (Taiwan)

Stanley, Apr 17 — Fishing (general) *Hwa Jaan No.16* (713 gt) ran aground on rocks at Berkeley Sound and sank in lat 51 34.8S, long 57 39.05W at 1018, local time, this morning. Crew ashore having abandoned. — Lloyd's Agents.

Stanley, Apr 17 — Fishing (general) *Hwa Jaan No.16* sank in a depth of 51 metres. — Lloyd's Agents.

IERAPETRA L. (Greece)

London, Apr 13 — Lloyd's Casualty representatives in Piraeus report: At

1535 hrs, Apr 12, Roll On Roll Off *Ierapetra L.* (12891 gt, built 1975) collided with the quay at the port of Siteia, while performing the schedule Rodos-Diafani-Karpathos-Kassos-Siteia-Ag. Nikolaos-Santorini-Milos-Piraeus. The collision caused a 15 cm fracture on the aft below the ramp, on the port side, about 1.5 metres above the waterline.

Piraeus, Apr 13 — On Apr 12, Roll On Roll Off *Ierapetra L.* struck the pier at the port of Lasithi causing a crack on her fore port side, 15 cm wide and 1.5 metres above the water level. Upon completion of repairs she resumed her scheduled voyage, sailing today to Piraeus. — Lloyd's Agents.

INCH ARRAN (Canada)

See "Canada" under "Weather & Navigation."

IRAN BAGHAEI (Iran)

See "Belgium" under "Port State Control".

IRBIS (Poland)

Maassluis, Apr 15 — Tug *Irbis*, towing tug *DMS Bluebird*, arrived Dordrecht 0025, local time, Apr 15, from Szczecin, and sailed 1800, local time, same day, for Gdansk. — Lloyd's Sub-agents.

ISLAND BREEZE (U.S.A.)

Seattle, Apr 17 — Barge *ITB 260* is currently secured alongside Powers Dock, Port of Tacoma. Barge is upside down. Bids for righting the vessel yet to be finalised, therefore schedule for righting unknown. — Lloyd's Agents.

ISLAND CHAMPION (U.S.A.)

Seattle, Apr 18 — Wooden pleasure vessel *Island Champion* (186 gt, built 1944), 100 foot in length, was stranded in Steamboat Slew (Everett, Washington) on Sunday Apr 15. She partially rolled over on a falling tide. Salvage requirement - pump off fuel and place boom around vessel. The vessel was subsequently righted and returned to the custody of the owner on Monday, Apr 16. — Lloyd's Agents.

London, Apr 18 — Following received from Coast Guard Seattle, timed 1925, UTC: The official number of *Island Champion* is 513705.

London, Apr 19 — A press report, dated Apr 17, states: Fishing (general) *Island Champion* ran aground in Steamboat Slough, on the Snohomish River in Everett, on Sunday (Apr 15), spilling about 100 gallons of diesel fuel into the water, officials said. Most of the spilled diesel was contained by a floating boom until it could be safely siphoned off the water's surface, said Larry Altose, a spokesman for the state Department of Ecology. Absorbent pads also were used to mop up the fuel. "The response has been going well," Altose said. He said it would take time to know if any fines or citations would be issued. The vessel got into trouble at about 1800 on Sunday when it tried to turn around in the slough, he said. The owner of the vessel called out Global Diving and Salvage, who placed the boom around the vessel. The diesel fuel started leaking at about 0400

yesterday, when the vessel started listing in the water at a 45-degree angle. That allowed a fuel vent to drop below the water's surface, allowing the diesel to leak. Global Diving and Salvage capped the vents by 0700 hrs, Altose said. He said crews drained most of the vessel's 1,500 gallons of fuel from the vessel yesterday. The vessel righted itself yesterday evening as the tide came up and was moved into deeper waters where it could be scrubbed. Crews are expected to move the vessel to its permanent mooring spot on Ebey Island at 0400 today, or at high tide.

ITB 260 (U.S.A.)

See *Island Breeze*.

IVAN PRINSEP (Panama)

London, Apr 13 — Following navigation warning, dated yesterday, states: Mining ship *Ivan Prinsep* (965 gt, built 1975) left/lost anchor with penant rope and buoy attached in lat 26 56.3S, long 15 08.8E. Vessels to give a 1000 metre wide berth.

IWASHIRO (Panama)

London, Apr 12 — Container Carrier *Iwashiro* arrived at Durban on Apr 11.

JANE (St. Vincent & Grenadines)

Vladivostok, Apr 17 — Our agent at port Vanino informs that general cargo *Jane* (4643 gt, built 1987) grounded at Vanino at 0500, local time, today. The vessel arrived from Japan to the outer roads of Vanino with a cargo of coal on board. In view of the weather changing, the master gave an order to drop the second anchor. After that extensive water penetration to the engine-room was discovered. The master took the decision to ground the vessel before the engine-room was flooded and the vessel lost power and electricity supply. At the present moment the vessel lies aground. The engine-room is completely flooded. Weather on the scene is continuing to worsen. All crew members were evacuated. — Lloyd's Agents. (Note — *Jane* sailed Kholmok Apr 11 for Soma, Japan.)

London, Apr 17 — A cargo vessel went aground off north-eastern Japan in the Pacific early today but all 17 Russian crew members were safely rescued, Japan's coast guard said. General cargo *Jane* ran aground overnight off Souma, on the north-east coast of Japan's main island of Honshu, the coast guard said in a statement. Three patrol vessels and a helicopter were dispatched after the coast guard received an emergency signal from the vessel, which was carrying 5,248 tons of coal from Sakhalin in Russia's far east. "We have rescued all the Russian crew safely and we have not received any reports of injuries," coast guard spokesman Hiroshi Miura said. "Although we need to investigate into the accident, rough weather should be taken into consideration," he said. The Japanese meteorological agency issued a warning of strong wind and high waves in the region when the accident occurred.

JEAN-ANNIE (Canada)

London, Apr 18 — On Apr 17, fishing (general) *Jean-Annie* (85 gt, built 1977) reported temporarily disabled off Port Cartier, in lat 50 00.33N, long 66 43.51W, after a rope fouled her propeller.

JIMMY SMITH (U.S.A.)

See *Na-Kao*.

JOHN PAUL ECKSTEIN (U.S.A.)

London, Apr 16 — A US Coast Guard press release, dated Apr 15, states: The Coast Guard today closed the Upper Mississippi River, from mile marker 130 to 144, to all vessel traffic due to a tug accident which resulted in one sunken barge and damage to six others. At approximately 0400 today, tug *John Paul Eckstein* (1053 gt, built 1997) lost power and ran its 25 barge tow into a dock near mile marker 144, approximately 20 miles above St. Genevieve, Missouri. As a result of the accident, the tow broke apart and all 25 barges were set adrift. All but one of the barges were recovered. The Coast Guard will reopen vessel traffic in the affected area once the sunken barge is located and the channel is cleared and safe for vessel traffic transit. Coast Guard Sector Upper Mississippi River is working with the tug's owner, Marquette Transportation, and the US Army Corps of Engineers to locate the sunken barge. Coast Guard Sector Upper Mississippi River is investigating the cause of the accident.

London, Apr 16 — A US Coast Guard press release, dated today, states: The U.S. Coast Guard, U.S. Army Corps of Engineers and Marquette Transportation are working together today to locate a sunken barge that has resulted in the closure of the Upper Mississippi River from mile marker 130 to 145, approximately 20 miles north of St. Genevieve. Seventeen vessels are currently waiting the reopening of the river. Coast Guard Sector Upper Mississippi River, the Army Corp of Engineers and the vessel owner, Marquette Transportation, are working to complete an underwater survey of the area in an attempt to locate the sunken barge. The Army Corp of Engineers is utilising its survey vessel *Boyer*, which is equipped with state-of-the-art multi-beam sonar that can scan across the channel, mapping the bottom in detail. *Boyer* got under way from the Corps Service Base at the Foot of Arsenal in St. Louis this morning and arrived on scene at 0800 hrs. The team is surveying a 300-foot wide section along both sides of the channel centre from mile 145 to mile 137. The survey is expected to be complete this afternoon around 1300 hrs. Upon confirmation that the river is safe for navigation, the Coast Guard Captain of the Port will reopen the river to vessel traffic. The Coast Guard was notified yesterday morning that the tug *John Paul Eckstein*, lost power and ran its 25 barge tow into a dock near mile mark 144, approximately 20 miles from St. Genevieve. As a result of the accident, the tow broke apart and all 25 barges were set adrift. All the

barges were recovered, except for one loaded grain barge which remains missing and presumed sunk. Coast Guard Sector Upper Mississippi River is investigating the cause of the accident.

London, Apr 16 — A press report, dated today, states: A sunken barge loaded with grain was found today, a day after it drifted off in an accident on the Mississippi River. The barge was discovered near a river bank halfway between St. Louis and Ste. Genevieve, about 50 miles south. The accident yesterday in a commercial channel of the river near St. Louis occurred after tug *John Paul Eckstein*, owned by Paducah, Ky.-based Marquette Transportation lost auxiliary power. The loss of power made it difficult to steer, and the tow struck a dock, said Steve Crowley, vice president of operations for the company. The accident caused 25 barges to be set adrift, the Coast Guard said. Twenty-four of the barges were soon recovered, but one remained missing. The Coast Guard and the Army Corps of Engineers assumed it was sunk, but didn't know where. As a precaution, all river traffic in the area was shut down while officials using sonar searched for the missing barge. "It could have sunk right in the middle of the channel. Obviously, it could have posed a real threat to navigation," Coast Guard Lt. Christian Barger said. The sunken barge was found far enough away that the navigation channel could be reopened, but it was unclear when, Crowley said. By midday today, about 15 miles of the river channel remained closed, with 17 tugs lined up waiting to get through as the Coast Guard continued to investigate the accident. Marquette Transportation, one of the nation's largest operators of towboats, will be responsible for salvaging the barge, but Crowley said the salvage operation should not impact navigation. In addition to the sunken barge, six others were damaged, he said.

London, Apr 17 — A press report, dated Apr 16, states: As of 1530 hrs, yesterday, the U.S. Coast Guard reopened the Upper Mississippi River from mile marker 130 to 145 to vessel traffic. The river was closed to vessel traffic after the Marquette Transportation Lines tug *John Paul Eckstein*, pushing 25 grain barges, sustained mechanical problems and struck an unused dock, causing the tow to break up and one barge to sink. The Coast Guard worked with U.S. Army Corp of Engineers and local maritime industry representatives to determine the most efficient and safe plan to allow the transit of delayed vessels through the previously closed portion of river. Prior to the reopening, 21 vessels were delayed as a result of the river closure. Multi-beam sonar on board the Army Corp survey vessel *Boyer* was able to detect the sunken barge on the river bottom near river mile 142.3, approximately 1.5 miles south of the initial accident. Sonar was also utilised to confirm the navigation channel was safe for vessel traffic. Army Corp Motor Vessel *Pathfinder* marked the sunken

barge with buoys to ensure safe transit through the area. The Coast Guard, Army Corp of Engineers and local industry representatives will continue to work together to ensure the safe passage of all delayed vessels until the back log is eliminated. The exact cause of the accident remains under investigation by the Coast Guard.

KELLY MORRISON (U.S.A.)

London, Apr 18 — Following received from Coast Guard New Orleans, timed 1405, UTC: Diving support *Kelly Morrison* (298 gt, built 1983) grounded at the junction between the Gulf Intracoastal Waterway and the Matagorda Ship Channel, Texas, at 0620, UTC, Apr 17. The vessel managed to free itself but sustained damage to its steering doing so; however, it successfully proceeded into Port O'Connor, Texas, under its own power. Vessel has been restricted from sailing and will have to be towed as a "dead ship" to Bollinger Shipyard, Texas City, for repairs.

KIMIHI (New Zealand)

Wellington, Apr 16 — Barge *Kimihia* (178 gt, built 1991), 27.60 metres, while entering Wellington Harbour from Tarakohe (Golden Bay), in tow of tug *Nautilus III*, capsized and dumped its cargo of 300 tonnes of rock onto the seabed at 0300, Apr 14. The capsized barge was towed by its tug into Wellington Harbour and berthed (upside down) at Miramar Wharf. A righting attempt take place on Apr 17. The regional harbour-master diverted shipping around the area of dumped rock until hydrographic survey was able to be carried out. This survey was done today and clearly established position and depth over rock pile, not a danger to surface navigation, and normal sailing directions resumed today. — Lloyd's Agents.

KOBE V (Panama)

London, Apr 12 — Passenger (cruise) *Kobee V* (125 gt, built 1978) carrying about 200 people from the Hakata to Busan collided with an unidentified floating object this afternoon, injuring 28 people, the South Korean maritime police and the ferry operator said. In the accident, in which the ferry's frontal wing came off, nine of the 215 passengers plus eight crew members sustained bone fractures while 19 others sustained scratches and other minor injuries, the police and the operator Miraejet Co. said. The passengers and crew were all Korean. The ferry hit the object around 25 kilometres south-east of Busan at around 1820 hrs, they said. South Korean navy vessels were dispatched to the area whisking passengers to Busan and towing the ferry to the port, the Yonhap News Agency said. The police also said it is possible that *Kobee* collided with a whale. The Japan Coast Guard sent two ships to the area for investigation. The ferry left Hakata at 1545 hrs and was due to reach Busan at 1840 hrs.

London, Apr 13 — A press report, dated today, states: Ferry *Kobee* struck

an unidentified object, possibly a whale, in waters near Busan port late yesterday, killing one person and injuring 27 others, maritime police said today. A 75-year-old Korean woman died of a cerebral haemorrhage while receiving treatment and the injured were transported to a hospital, the ship company and maritime police said. The accident occurred in waters 14 miles south-east of Busan port at 1823 hrs when *Kobee* was approaching the port from Hakata. Passengers said they heard the sound of a big bang before the ship rolled abruptly and the water nearby suddenly turned red, possibly from whale blood. "Most passengers did not fasten their seat belts so there were more injuries than we thought," said a maritime officer. Shortly after the accident, the passengers were rushed to Busan port by Navy ships and the ferry was also taken to Busan by a maritime police tug.

Busan, Apr 16 — Passenger (cruise) *Kobee V* (125 gt, built 1978, Fukuoka for Busan with 215 passengers and eight crew on board, struck an object, believed to be a whale, some 14 miles off Busan, at about 0620, Apr 12. One passenger died of severe shock and 27 others were injured, requiring medical treatment. *Kobee V* sustained severe bottom damage, with the middle parts of its bottom plating destroyed/fractured and heavy damage to the hydrofoil. The vessel was towed to Busan on Apr 13 for permanent repairs and is presently undergoing inspection and repairs at Pier No 2, Busan. — Lloyd's Sub-agents.

KRONPRINS FREDERIK (DIS)

London, Apr 13 — Repairs to the Danish Roll On Roll Off *Kronprins Frederik* are taking longer than expected and eight passages between Rostock and Gedser have had to be cancelled. The ship did not re-enter service yesterday afternoon as planned and it is still in Rostock.

KYRIAKOS M. (Cyprus)

London, Apr 18 — Bulker *Kyriakos M.*, Illichevsk for Dakar, passed Dardanelles Apr 17 and according to Lloyd's MIU AIS was stationary in lat 37 51.40N, long 23 31.21E, 5.4 nautical miles from Ambelaki, Greece, at 0648, UTC, today.

Istanbul, Apr 18 — Bulker *Kyriakos M.* refloated by her own means and on completion of inspection/formalities, sailed from Canakkale at 0821, Apr 17. — Lloyd's Agents.

L.J. KENNEDY (Canada)

London, Apr 13 — A press report, date today, states: Fire severely damaged fishing (general) *L.J. Kennedy* (79 gt, built 1980) in a port on Newfoundland's west coast today, with heavy ice hampering efforts to douse it. The 19-metre vessel was on fire early this morning when firefighters were called to the waterfront in Port au Choix. (CBC) Firefighters hosed down the vessel, although fire quickly took hold and moved through it. "It's a million-dollar boat going up in flames here," resident John White told CBC News

this morning. White said two vessels are tied up nearby, but heavy ice in the harbour has prevented crews from moving them to a safer location.

LADY KENDA (Canada)

London, Apr 12 — Fishing (general) *Lady Kenda* (100 gt, built 1985) reported in ice, with the fibreglass cracked on the stem, in lat 51 22.54N, long 55 10.34W at 2221, Apr 11. Requested an ice escort to St. Anthony, NL.

LADY THERESA II (Canada)

London, Apr 13 — Fishing (general) *Lady Theresa II* (100 gt, built 1979) reported taking on water in heavy ice and requested assistance in lat 50 06.55N, long 58 12.20W at 1127, UTC, today.

London, Apr 13 — Following received from Halifax RCC, timed 1915, UTC: *Lady Theresa II* is under tow to Port Saunders.

LARS MAERSK (DIS)

London, Apr 18 — Container Carrier *Lars Maersk* (50657 gt, built 2004) has experienced engine problems en route to South Africa which is resulting in a delay to the South Africa Europe Container Service (SAECS) schedule. A revised ETA for Port Elizabeth of Apr 25 has been indicated. A communique from SAECS says that all efforts are being made to reduce the delay and that clients will be kept informed of any changes as and when they happen, with an updated schedule to be issued. (Note — *Lars Maersk*, according Lloyd's MIU AIS, in lat 01 18 0.S, long 03 42 0.E at 0000, today.)

LEONIS (Panama)

See *Audacity*.

LUKORAN TRI (Belize)

St. Vincent, CVI. Apr 16 — Fishing (general) *Lukoran Tri* is still aground and may be abandoned. — Lloyd's Agents.

MAERSK NORDENHAM (Cyprus)

Maassluis, Apr 16 — Product tanker *Maersk Nordenham* (11935 gt, built 2004) grounded near buoy 95, for reasons unknown at around 1300, local time, today. The vessel refloated with assistance of one tug around 1325, local time, and will be anchoring at Meestooft for inspection. — Lloyd's Sub-agents.

London, Apr 17 — Product tanker *Maersk Nordenham*: Lloyd's Open Form salvage contract was signed with Union de Remorquage et de Sauvetage NV on Apr 16.

Zeebrugge, Apr 18 — Product tanker *Maersk Nordenham* arrived Antwerp 1722, local time, Apr 16, from Kaliningrad and sailed 0009, local time, Apr 18, for Kaliningrad. — Lloyd's Sub-Agents.

MAI (Japan)

Busan, Apr 13 — Barge *Mai* completed repairs, undocked and left Busan, for normal service, in tow for China Apr 12. — Lloyd's Sub-agents.

MARIANA (Georgia)

Portsmouth, UK, Apr 12 — Liquid Petroleum Gas Carrier *Mariana* (2314 gt, built 1982) had a gas leakage and with a threat of an explosion yesterday was urgently towed away into the open sea from the port of Midia. The vessel was transporting liquefied gas. In the morning it had arrived from Batumi. Customs officers and specialists of the port revealed the vessel's technical problems and leakage of fuel. — Correspondent. (Note — *Mariana P.* arrived Midia Apr 11 and according to Lloyd's MIU AIS was at anchor in lat 44 19 31N, long 28 45 52E, at 1927, UTC, today.)

Bucharest Apr 16 — Liquid Petroleum Gas Carrier *Mariana* arrived Midia Apr 14 from Constantza roads and sailed Apr 15. — Lloyd's Agents.

MARINE ODYSSEY (Canada)

London, Apr 16 — On Apr 15, fishing (general) *Marine Odyssey* (146 gt, built 2001), in lat 51 03N, long 54 45W, reported a hole sixteen feet long, three feet wide at the ship's side, due ice and requested assistance.

London, Apr 16 — Following received from Halifax RCC, timed 2015, UTC: Fishing (general) *Marine Odyssey* is still "in situ". A Coast Guard vessel has arrived on scene and temporary repairs have been effected. However, vessels are waiting for an improvement in the ice situation, before attempting to proceed.

London, Apr 17 — Following received from Halifax RCC, timed 1515, UTC: Fishing (general) *Marine Odyssey* is still in the same position, awaiting icebreakers.

London, Apr 18 — Following received from Halifax RCC, timed 1435, UTC: Fishing (general) *Marine Odyssey* remains in the same position, awaiting icebreakers.

MASHHOUR (Egypt)

See *Eastway*.

MELDERSKIN (Norway)

London, Apr 16 — Information received from Sandnes, dated today, states: Roll On Roll Off *Melderskin* is still at Wartsila Shipyard, undergoing repairs. ETC unknown.

MERIDIAN (U.K.)

London, Apr 18 — A press report, dated today, states: The search for a trawler which sank last year with the loss of four crew is to resume, officials have said. Fishing (general) *Meridian* disappeared 160 miles east of Aberdeen during violent storms in October. Only one crewman was recovered and the fishing vessel has not been located.

MOHAMAD M (Georgia)

London, Apr 19 — General cargo *Mohamad M* (1510 gt, built 1970), 10 crew members, ran aground in lat 36 55.4N, long 27 16.5E at 1422, local time, today.

MSC JOANNA (Panama)

See *W.D.Fairway*.

MYRA (Bahamas)

London, Apr 17 — General cargo *Myra* arrived Montoir Apr 16 from the Bahamas.

NA-KAO (U.S.A.)

Honolulu, Apr 12 — Tank barge *Na-Kao* is still being repaired at Pier 27, Honolulu Harbour. It is anticipated that repairs will be completed Apr 13-14. It was reported that there was no damage to the pusher tug *Jimmy Smith*. — Lloyd's Agents.

Honolulu, Apr 17 — Tank barge *Na-Kao* is more extensively damaged than what was first reported. Repairs currently being effected appear to be only temporary repairs and the barge will require drydocking, as it appears there is damage to the turn of the bilge. It is surmised at this point that after temporary repairs are completed, the barge will most likely be towed to a West Coast facility for permanent repairs. — Lloyd's Agents.

NAMAKWA (Panama)

London, Apr 12 — Following Navigation Warning, dated Apr 11, states: Anchor handling tug/supply *Namakwa* (1024 gt, built 1973) left mining area, lost mooring anchor with penant rope in lat 27 12.48S, long 15 13.54E. Danger to navigation. Vessels to give a wide berth.

NAZIMUDDIN (Bangladesh)

London, Apr 16 — A press report, dated today, states: Chittagong Port Authority has enforced "single way traffic" in the port channel since Saturday morning (Apr 14) after general cargo *Nazimuddin* (built 1951), with around 750 tonnes of clinker on board, sank near the River Karnaphuli estuary. The vessel, which also forced the authority to suspend night-time navigation by all vessels, was yet to be retrieved as of yesterday afternoon. Sources said the incident occurred at around 0430 on Saturday near the estuary, very close to the main gate of the Bangladesh Naval Academy, when *Nazimuddin* collided with general cargo *Titu-5*. The collision caused *Nazimuddin* to sink with its entire cargo. The sunken vessel has subsequently posed a serious hazard to the safe navigation of other vessels. Sources said the width of the channel at the scene was reduced by 250 metres from its original width of 400 metres due to the submerged vessel, prompting the CPA to enforce one-way traffic and suspend night navigation until the vessel is recovered. The CPA engaged two private salvage teams to retrieve the vessel. A four-member probe body with Mercantile Marine Department Ship Surveyer engineer Sirajul Islam as its head has been formed, and the committee was asked to submit its report in five days.

Karachi, Apr 16 — General cargo *Nazimuddin* capsized after collision with general cargo *Titu-5* at river Karnaphuli in Chittagong Port at 0430, local time, Saturday (Apr 14). The submerged vessel is causing a risk to the safe navigation of other vessels and as a result, the port authority have

suspended nighttime navigation of all vessels for two to three days until it arranges precautionary measures around the capsized vessel. Officials said two private salvage teams have been hired to refloat the vessel, owned by Joypara Shipping Lines of Bangladesh, and clear the channel. The port authorities are hopeful *Nazimuddin* would be refloated in four weeks time. *Titu-5* has sustained damages in the bow. — Lloyd's List Correspondent.

Chittagong, Apr 16 — A local press report states: Inland general cargo *Nazimuddin* collided with inland general cargo *Titu-5* at 0940, Apr 14. *Nazimuddin* sank with approximately 950 tonnes of cement clinker, reported to have loaded from mother vessel bulker *Natzutec* at Chittagong outer anchorage. — Lloyd's Agents.

Chittagong, Apr 17 — Joypara Shipping Lines, Dhaka, owners of general cargo *Nazimuddin*, 358 gt, inform that after loading of cement clinker from mother vessel bulker *Natzutec* at Chittagong Outer Anchorage, *Nazimuddin* was returning to No.15 Ghat area, near Naval Zone of Karnaphuli River. While the vessel was manoeuvring to anchor, another lighter vessel *Titu-5*, loaded with cement clinker, was coming from outer anchorage and collided head on with lighter *Nazimuddin* at Karnaphuli River channel at the marine academy jetty area, Chittagong, at about 0430, local time, Apr 14. Consequently *Nazimuddin* sustained damage and sank with cement clinker. Owner's of *Nazimuddin* have appointed two salvage operators, M/s Almarid Salvage & Co. and Hiramoni Salvage, Chittagong, for salvaging the vessel and cargo. Current situation: Reported clinkers are presently being offloaded from *Nazimuddin*. — Lloyd's Agents.

Chittagong, Apr 19 — Owners of general cargo *Nazimuddin* inform that although salvage work has commenced, work is very slow due to strong current, as a result, the salvage operations have become difficult. Nevertheless, attempts to salvage the vessel are continuing as far as it is practically possible. — Lloyd's Agents.

NONA (Netherlands)

Hamburg, Apr 16 — General cargo *Nona*: The embankment of Kiel canal was damaged by the vessel. Reportedly, the damage to the embankment is in the region of 10,000 Euros — Lloyd's Agents.

NORDKAPP (NIS)

London, Apr 13 — Following received from Kiel, dated today: Passenger ro/ro *Nordkapp*, which is at present being repaired in Bremerhaven, will leave Bredo Yard on Apr 17/18, and sail directly to Bergen. It will resume its regular schedule from there on May 6.

OCEAN BRAVO (Canada)

See *Federal Power*.

OMEGA 3 (Argentina)

London, Apr 17 — Following navigation warning, dated yesterday:

Fishing (general) *Omega 3* (56 gt) adrift in lat 36 32S, long 55 00W.

PALLAS (Sweden)

Gothenburg, Apr 17 — Repairs at Gotenius Shipyard to product tanker *Pallas*, now renamed *Dana*, seem to be successful and are completed. To date we have not received any information of any additional repairs. No one at the port of Gothenburg has noted the departure of the *Dana* but it is supposed to have headed for the harbour of Stenungsund. — Lloyd's Agents.

PAM BURRIDGE (Australia)

London, Apr 14 — A press report, dated Apr 13, states: Police are still seeking witnesses to a fatal ferry crash in Sydney Harbour last month, which left four people dead. Police from Strike Force Macaw, which was set up to investigate the Mar 28 collision, have interviewed about 40 people, but detectives believe there are more witnesses who have not yet come forward. Detectives are keen to talk to a man who was standing near Luna Park on the northern side of the bridge just before the collision. The man is believed to have seen the lead-up to the accident and had spoken to another witness before catching a taxi out of the area. There were also a large number of university students on a chartered cruise in the harbour at the time, police said. A dozen members of Australia's ice skating community were on board a 10-metre wooden motor cruiser on a sightseeing trip when it and ferry *Pam Burridge* collided under the Sydney Harbour Bridge shortly before 2300, AEST. Top ice skating judges Alan Blinn and Simone Moore, 14-year-old skater Morgan Innes and a 45-year-old French Forest man, whose name has not been released, were killed in the collision. Olympian Liz Cain, 45, remains in a serious condition in Royal Prince Alfred Hospital after losing part of a leg in the accident. *Pam Burridge* has been returned to Sydney Ferries after forensic examination. The motor cruiser is yet to undergo similar testing. A report is being prepared for the NSW Coroner.

PELICAN (South Africa)

Cape Town, Apr 19 — Tank barge *Pelican* will not return to service in Cape Town. It is currently heading for Nigeria where she will be deployed. — Lloyd's Agents.

PIPIT ARROW (Bahamas)

London, Apr 13 — Bulker with container capacity *Pipit Arrow* sailed from Antwerp at 2204, UTC, Apr 11, bound for Flushing, arriving at 0200, UTC, Apr 12. The vessel departed at 0500, UTC, this morning, reportedly bound for Sheerness.

PRECIOUS (Panama)

Karachi, Apr 14 — Understand from Litmond Shipping Ltd that general cargo *Precious* is still discharging cargo at outer anchor of Chittagong. During the last 24 hours, she had discharged 11,710 bags and 585.500 tonnes of

urea. Now total discharged is 240,319 bags and 12015.950 tonnes urea. The balance on board is 21,391 bags and 484.050 tonnes fertiliser respectively. Meanwhile gang work stopped from 1400 to 1700 hrs due to crane No.4 being out of order. — Lloyd's List Correspondent. (See issue April 13.)

Karachi, Apr 16 — Bangladesh shipping agent, Litmond Shipping Ltd., advised that general cargo *Precious* completed total discharge of 250,000 bags and 12,500 tonnes of urea at 1700, local time, Apr 15. — Lloyd's List Correspondent.

London, Apr 17 — Bangladesh shipping agent - Litmond Shipping Ltd advised general cargo *Precious* has been redelivered to the owners at 1036, Apr 16. — Lloyd's List Correspondent.

QUEEN OF THE NORTH (Canada)

London, Apr 15 — A press report, dated today, states: Contamination tests of shellfish in a remote area polluted by passenger ro/ro *Queen of the North* indicate hydrocarbons have returned to pre-accident levels but natives in a nearby community who rely on marine life for food are skeptical and want more testing. Uncertainty about the impact of fuel from the submerged *Queen of the North* has been a major disruption for the community and a flashpoint for how the wreck is being handled. It's been more than a year since the ferry ruptured its hull on Gil Island and sank in 426 metres of water. Besides, the immediate spewing of some of the 225,000 litres of diesel in Wright Sound, fuel continues to leak although at what rate is uncertain. B.C. Ferries, the provincial government, Canadian Coast Guard, Health Canada and Environment Canada are among agencies trying to deal with the ferry fallout, including estimating how much fuel is still onboard. Coast Guard recommendations on what to do with the ship will be in B.C. Ferries' hands by late this month or early May but are not legally binding, Coast Guard spokesman Dan Bate said. A closer look at how residents might be affected will come in June when Health Canada releases dietary surveys of Hartley Bay and Kitkatla residents.

REINA ROSA (Philippines)

London, Apr 17 — According to Lloyd's MIU AIS, roll on roll off *Reina Rosa* was located 7.1 nautical miles from San Diego, in lat 32 38 06N, long 117 13 56.4W, at 0355, UTC, Apr 16, course 200 deg, speed 9.9 knots.

RIFKI NAIBOGLU II (Turkey)

Piraeus, Apr 16 — General cargo *Rifki Naiboglu II* (1246 gt, built 1987) sustained a mechanical failure south-east from of Milos Island while sailing from Turkey to Spain on Apr 14. The vessel was repaired at sea the same day and continued its voyage to Spain. — Lloyd's Agents.

RIO BRAVO (Marshall Islands)

London, Apr 17 — Following received from Greenville Shipping & Stevedoring Company, dated Apr 6:

Asphalt tanker *Rio Bravo* (4230 gt, built 1973) stranded off the coast of Greenville, Liberia, in March and requested assistance. We organised immediate rescue by hiring a vessel and dispatching it to the vessel's position as indicated by the master. Greenville Shipping insisted on having a third party in on the deal and the owners/charterers chose the General Manager of UMARCO, Liberia. However, when the chartered vessel with a rescue team arrived at the scene of the *Rio Bravo*, the vessel had sailed for unknown destination.

RIVIERA DEL CONERO (Panama)

Bar, Apr 18 — The repairing of passenger ro/ro *Azzurra* is in progress in Shipyard Bijela. They are awaiting the spare parts and expect to complete repairing Apr 21/22. — Lloyd's Agents.

RIVTOW CAPT. BOB (Canada)

London, Apr 12 — Following received from Victoria BC, RCC, timed 2125, UTC: Understand tug *Rivtow Capt. Bob* has refloated. No damage, SAROPS terminated.

ROMMEL (Philippines)

Manila, Apr 19 — Asian Shipping Corp., operator of tug *Rommel*, report that the vessel is currently drydocked undergoing hull repair. — Lloyd's List Correspondent.

RUNTU (South Africa)

London, Apr 13 — Following received from Cape Town MRCC, timed 0905, UTC: Fishing (general) *Runtu* (built 1967), ZR3355, length 20.77 metres, sank in lat 34 27S, long 18 48E, at 0138, UTC, today. All 10 crew have been safely picked up by fishing *Kolgans*.

SACHUEST (Bahamas)

London, Apr 12 — Combined bulk and oil carrier *Sachuest* sailed from Singapore on Mar 28, bound for Chennai, where she arrived on Apr 6.

SAMAR STAR (Philippines)

Manila, Apr 16 — The Philippine Coast Guard reported that ferry *Samar Star* (233 gt, built 1968) ran aground off Matalom, Leyte, in central Philippines at 2315 hours Sunday (Apr 15). The vessel, carrying 149 passengers, had originated from Liloan town in Southern Leyte and was bound for Cebu City when it ran aground in shallow waters. As of press time, the vessel remained trapped. No deaths or injuries were reported. Reports indicate the vessel strayed from its normal course. No reason was given, however, for the course change. *Samar Star* is owned by Cebu-based Maypalad Shipping Lines. — Correspondent.

London, Apr 17 — A press report, dated today, states: Ferry *Samar Star*, bound for Cebu City, ran aground Sunday night (Apr 15) off a town in Southern Leyte, stranding more than 100 passengers who spent the night at sea. The vessel got stuck on a sandy seabed, saving its hull bottom from

potential damage. However, all the passengers had to spend the night at sea, as the vessel's master Edgardo Chiong decided to stay on, to avoid damage to the vessel's hull. The crew of *BRP Batangas*, a search and rescue vessel from the Cebu Coast Guard, came to the passengers' rescue yesterday afternoon. *BRP Batangas* arrived at the scene at around 1400 hrs after a four-hour trip from Cebu City. The Coast Guard used rubber boats to ferry the stranded passengers from *Samar Star* to the rescuing vessel. *Samar Star* left the port of Liloan for Cebu City at around 1900 on Sunday, carrying 141 adult passengers, four infants and 31 crewmen. While sailing through a narrow sea channel, the vessel encountered another vessel, prompting it to manoeuvre in response to the port-to-port call of the oncoming vessel, the Coast Guard said. However, when *Samar Star* resumed its normal course, it encountered a strong current that caused the vessel to drift. Chief Petty Officer Sesenando Andal of the Coast Guard station in Maasin City said the vessel ran aground about 0.5 nautical miles north-west of Tood islet. "We checked all the hull sections, and there is no leak or seepage of seawater. We're safe," the master said. He said they had to wait for the high tide, which was expected at 2200 last night, for the vessel to refloat safely before leaving the area.

Manila, Apr 17 — A spokesperson for Maypalad Shipping Lines, owner and operator of ferry *Samar Star*, said that the crew of vessel would attempt to extricate itself from its grounded position with the onset of the high tide at 2300, local time, today. The official said that the transfer of its 149 passengers to a responding Coast Guard search and rescue vessel had lightened the vessel sufficiently to refloat it with the high tide. The official also said that there appeared to be only superficial damage to its hull while its propeller and rudder did not seem to be damaged as the vessel had ran aground in soft sand. If the vessel is able to free itself it would proceed to Cebu port. — Correspondent.

Manila, Apr 18 — Ferry *Samar Star* was unable to free itself last night from its grounding position off Tood Islet in Matalom, Leyte, Maypalad Shipping Lines reported. Officials of the company had earlier said that they hoped that the onset of the high tide at around midnight would refloat the vessel. — Lloyd's List Correspondent.

Manila, Apr 18 — Ferry *Samar Star* successfully refloated itself on a second attempt this morning. The vessel is now proceeding to Pier No.2 of Cebu port under its own power, Maypalad Shipping Lines reported. — Lloyd's List Correspondent.

Manila, Apr 19 — Ferry *Samar Star* arrived safely under its own power at Pier no. 2 of Cebu port at around 1600, local time, yesterday (Apr 18), Maypalad Shipping Lines reported. The vessel is now undergoing underwater inspection. — Lloyd's List Correspondent.

SAMOTHRAKI (Greece)

Piraeus, Apr 17 — Product tanker *Samothraki* arrived Piraeus Apr 9 and repairs commenced yesterday (Apr 16). — Lloyd's Agents.

SCAN FJELL (DIS)

London, Apr 13 — Information received from Kiel, dated today, states: General cargo *Scan Fjell*, which was refloated by two tugs after its grounding off Mandal on Apr 11, sustained damages to a ballast water tank, via the stern. Also the bow thruster room was damaged by a leak/water ingress. The vessel will therefore require some repairs.

London, Apr 16 — Information received from Sandnes, dated today, states: General cargo *Scan Fjell* sailed Mandal Apr 12, bound Gdynia, for repairs.

Poznan, Apr 17 — General cargo *Scan Fjell* is docked in Naval Shipyard Gdynia and being repaired. The ship's agent is not aware when the repairs are expected to be completed. — Lloyd's Agents.

SEA DIAMOND (Greece)

Piraeus, Apr 13 — The Voyage Data Recorder of passenger (cruise) *Sea Diamond* has been found. In addition, "operations for the mitigation of the pollution caused" are still in progress, although it does appear possible for the fuel that remains in her tanks to be pumped out in the near future. — Lloyd's Agents.

London, Apr 14 — A press report, dated Apr 13, states: Efforts to clean the coastal area of Santorini where passenger (cruise) *Sea Diamond* sank last Friday (Apr 6) were hampered by strong winds yesterday, as local authorities grew increasingly concerned about the possibility of more oil leaking out from the wreckage. There are some 450 tons of diesel still left in the vessel's fuel tanks and Santorini Mayor Angelos Roussos said that Louis Cruise Lines, which owns the vessel, is obliged to submit a plan as to how it intends to safely empty the tanks. The vessel is in a precarious position as it is resting upside down at a depth of some 120 metres and there is a risk that it may slide further down into Santorini's caldera. Strong northerly winds made it difficult for vessels to continue cleaning up the spilled oil yesterday. Vassilis Mamaloukas, the man in charge of the clean-up operation, said the spill had not spread as the wind had not changed direction. "The floating barrier around the shipwreck and the other barriers in place are containing the pollution," said Mamaloukas. Meanwhile, confusion continued to surround the events that led to the sinking of the vessel and as to who instructed the tug to pull *Sea Diamond* to the point where it eventually sank. Sources said that the last orders that Merchant Marine Ministry gave to the master and Louis Cruise Lines were to ensure that the vessel would not block access to the port of Athinio for other vessels. Conversations between officials in the emergency room at the ministry and

the master have been recorded and could provide useful evidence for investigators.

London, Apr 14 — Following received from Louis Hellenic Cruises, dated today: Louis Hellenic Cruises is pleased to be informed that the Voyage Data Recorder has now been recovered from passenger (cruise) *Sea Diamond*. It has been the company's desire throughout that the VDR be recovered because the information that it contains will enable the authorities and the company to ascertain exactly how and why the accident occurred. Louis Hellenic Cruises continues to co-operate fully with the relevant authorities in that direction.

London, Apr 16 — A report in the Apr 13 issue of "Newsfront" states: Human error is being blamed for the sinking of passenger (cruise) *Sea Diamond* off Santorini Apr 6, which claimed two lives. "Human error appears to be the most likely cause of the accident," Greek Marine minister Manolis Kefaloyiannis told journalists gathered in Santorini, Apr 11. Owners of the cruise ship have also reached the same conclusion. "The incident was the result of human error, but so are 75% of all accidents at sea," said Giorgos Koubenas, head of the operations department of the ship's owners, Louis Cruise Lines. Koubenas also told a press conference in Piraeus the same day efforts had been made to keep the ship afloat and that it is not clear who ordered a tugboat to pull the *Sea Diamond* from shallow to deeper waters. In fact, Koubenas said the ship could have been saved if the master had been allowed to implement the company's rescue plan. He said the ship "was towed to the place where it sank contrary to the master's orders". The Greek captain, Yiannis Marinos, and five crew members have been charged with causing a shipwreck through negligence while local authorities are considering legal action over the impact the sinking will have on the environment and the tourist industry. Marinos, 38, who has denied the charges, and is also facing charges of breaching international shipping safety regulations in addition to polluting the environment, has blamed strong currents for the disaster which pushed the *Sea Diamond* off course and on to a well-marked reef. All offences are classified as misdemeanors and the six have been released pending a full investigation. Initially, all 1,156 passengers were reported safe after a mass evacuation operation from the Louis Hellenic Cruises-operated Greek-flagged ship, using many local boats. But it later emerged two passengers were missing. There is confusion over what happened in the hours following the ship's evacuation. Koubenas said the company ordered the captain to move the ship to shallower waters, some 130 metres from the reef, in an effort to prevent it from sinking, though Koubenas admits it is "not sure the vessel could have been saved". There are two off-shore mooring points in this vicinity, but instead a tugboat towed the ship to deeper waters. It's

not known who gave this order, but analysts note a sunken ship at the moorings would have put the key facility out of service. Koubenas said a complex legal issue has arisen with respect to who has the final say in such a situation as faced by *Sea Diamond*. He said the investigation "will show who gave this order". Koubenas said Louis is hopeful the ship's voyage data recorder can be recovered from the wreckage. He said the "last crew team on board the sinking vessel was instructed to retrieve the VDR before disembarking, but at the time that was beyond their reach". On April 13 the Marine ministry said a ROV (Remote Operated Vehicle) inspecting the 143 metre long hull, lying in some 120 metres, had located the 'Black Box' at a depth of 85 metres and the process of removing it by mechanical means has already started. Divers are due to go down to the ship once it is established, using the ROV, that it is safe to do so. Head of the Santorini boatmen's association, Gerasimos Kanakaris, is reported to have said the captain could be heard on the marine VHF radio wondering where the tugboat was taking the ship. He said the coast guard is usually responsible for deciding the fate of a sinking ship but it is not known if it intervened in the case of the *Sea Diamond*. Greece's Marine minister Manolis Kefaloyiannis has announced an independent task force headed by a high ranking coast guard officer will look into the loss of the vessel. He has also set up a telephone hot line to enable members of the public to give testimony to the new investigation authority which will assist the work of the official investigators into the incident. Following a meeting with officials from the Cyclades Island group in Santorini Apr 11, Kefaloyiannis said the main concerns now are to prevent pollution from the wreck and to find the missing French father and daughter.

London, Apr 17 — A press report, dated Apr 16, states: Louis Cruise Lines has announced that passengers from passenger (cruise) *Sea Diamond*, who were forced to evacuate after the vessel ran aground, will receive Euros 1,400 in compensation, according to a statement from the cruise line. This includes Euros 1,000 for lost luggage, the maximum amount payable under the International Maritime Organisation's Athens Convention, relating to damage or loss suffered by passengers on seagoing vessels, and Euros 400 for the missed port call at Santorini. Each passenger was also given Euros 200 after evacuation for immediate expenses. In addition, passengers will be offered a free four-day Greek Islands cruise on any Louis vessel or a discount on a longer cruise via a prorated certificate. Louis has brought in two Louis vessels for the temporary replacement of *Sea Diamond*: Passenger (cruise) *Thomson Spirit* and passenger (cruise) *The Emerald*. There will be no interruption of service for passengers previously booked on these vessels. The cruise line has also chartered a third vessel to

help carry out *Sea Diamond's* originally scheduled itineraries after April, passenger (cruise) *Oceanic II*. Louis will charter the vessel from Apr 30 through May 28. The cruise line expects to announce a permanent replacement for *Sea Diamond* shortly.

London, Apr 17 — A press report, dated Apr 16, states: Rescue units were today to start siphoning tons of petrol and other toxic substances out of the submerged wreck of passenger (cruise) *Sea Diamond*, which sank off Santorini last week. The exercise can now begin after the Merchant Marine Ministry approved a procedure proposed by the vessel's owners. Meanwhile, the vessel's data recorder, retrieved by a robot submarine last Friday (Apr 13), has been sent abroad to a specialist laboratory so that it can be decoded. The "black box" was handed over on Saturday to a Naxos prosecutor who is handling the case. Authorities hope that the data contained on the recorder will clarify why *Sea Diamond* hit a reef that is clearly marked on sea maps and whether the sinking could have been prevented. Fresh efforts at the weekend to find the bodies of a French man and his daughter, who have been missing since the vessel sank, were unsuccessful.

London, Apr 18 — A press report, dated Apr 17, states: Greek sources say the country's government will not begin removing diesel from passenger (cruise) *Sea Diamond* for another 10 days. The sources said the Merchant Marine Ministry's plan for the vessel, which sank off the island of Santorini, would take more than two months to complete, the newspaper Kathimerini reported today. Local officials have called on the government to speed the timetable of the clean-up, saying strong tides could shift the wreckage and tear a hole in the ship's fuel tanks. "The pumping needs to take place quickly, we can't wait for the fuel to seep out of the vessel a litre at a time," Santorini Mayor Angelos Roussos told Kathimerini. Meanwhile, the search continues for two French tourists who were reported missing after the vessel ran aground and sank Apr 5. A robot sent down into the vessel searched the room where the father and daughter were thought to be staying, but did not locate any bodies. The cause of the sinking is still under investigation.

Piraeus, Apr 18 — Our salvage tug *Megas Alexandros* proceeded from its Piraeus salvage station pm, Apr 5, in order to assist passenger (cruise) *Sea Diamond* at Santorini island. Lloyd's Open Form/SCOPIC was signed. *Megas Alexandros* arrived on the scene of the casualty during the early morning of Apr 6 but unfortunately the vessel was found to be sinking. Eventually *Sea Diamond* sank and Lloyd's Open Form was cancelled by owners and P&I club. — Tsavliris Salvage (International) Ltd.

SEA EXPLORER (Antigua & Barbuda)

St. Vincent, WI, Apr 13 — General cargo *Sea Explorer* arrived St. Vincent,

WI, Mar 30, from Barbados and sailed same day for Grenada. — Lloyd's Agents.

SEA HANA (Malta)

Piraeus, Apr 18 — The Tsavlisir salvage tug *SB 408* towed vehicle carrier *Sea Hana* (26113 gt, built 1978) from Colombo to Mormugao, in ballast, after it sustained engine damage. — Tsavlisir Salvage (International) Ltd. (Note — *Sea Hana* sailed Colombo Mar 29 for Mumbai.)

SEALTH (U.S.A.)

London, Apr 19 — A press report, dated yesterday, states: Due to rudder problems on the Roll On Roll Off *Sealth* (2453 gt, built 1982), the following sailings are cancelled today, April 18: From Anacortes the 0610 hrs sailing to Lopez and Friday Harbour and the 0935 sailing to Friday Harbour, From Friday Harbour, the 0805 and the 1110 sailings.

SEARAMBLER (Malta)

Istanbul, Apr 13 — Traffic suspended from North to South 2400, today, will be open at noon, Apr 14, combined chemical and oil tank *Searambler* (23236 gt, built 2001) has an engine problem and will drop the anchor at Beykoz Bay. Traffic suspended both directions. — TurkishStraits.com.

Istanbul, Apr 14 — Combined chemical and oil tank *Searambler* heaved up anchor at 0115, local time, Apr 14. — TurkishStraits.com.

SEN. JOHN J. MARCHI (U.S.A.)

London, Apr 18 — A press report, dated Apr 17, states: Passenger ro/ro *Sen. John J. Marchi* (2901 gt, built 2005) was involved in a minor collision at the St. George Ferry Terminal this afternoon, which the US Coast Guard said was caused by a strong ebb tide and high winds. Investigators tested all ferry employees for drugs and alcohol but found nothing noteworthy. Five passengers suffered minor injuries, but there was no damage to the vessel.

SHAH BADAR-I

Chittagaong, Apr 18 — Local agents High Shipping report that after dry docking of vessel *Shah Badar-I*, it will proceed for repair works. If repair works do not appear satisfactory then they will scrap the vessel. Dry-docking is expected by the 1st week of May. — Lloyd's Agents.

SHIRANE (Panama)

London, Apr 18 — Bulker *Shirane* arrived Newcastle(AUS) Apr 16. (See issue of Apr 5.)

SICHEM ANELINE (Marshall Islands)

London, Apr 12 — A press report, dated today, states: Emergency crews are working to find a way to dislodge Combined chemical and oil tank *Sichem Aneline* (6206 gt, built 1998), carrying a toxic chemical, which ran aground in the St. Lawrence River yesterday evening. The vessel touched bottom around 1730, yesterday in the river, around the eastern tip of the

island of Montreal. It was transporting a cargo of benzene, a highly toxic and flammable hydrocarbon, to Philadelphia, officials stated. The vessel sustained no damages to its hull and no benzene leaked out into the river, though environment experts are on site as a precaution, Transport Canada spokesperson Francois-Nicolas Asselin said. "These ships are specifically designed to prevent spills, so there is very little danger," Asselin said. The accident seems to have been caused by faulty steering equipment, though an investigation has yet to confirm this theory, Asselin added. The main problem today is finding a way to get the vessel out, Asselin said. Officials from Transport Canada, the Port of Montreal, Environment Canada and other agencies are considering their options today as they work together to produce a plan to safely tow the vessel into port. The vessel will likely stay in place for another day, Asselin said.

London, Apr 12 — Following received from Quebec MRSC, timed 2025, UTC: *Sichem Aneline* is still aground. No damage or pollution.

Troy, Mich., Apr 14 — Grounded Combined chemical and oil tank *Sichem Aneline* remains stranded at Montreal's East end Pointe aux Trembles. There was talk yesterday about unloading the cargo of benzene destined for Philadelphia, but there is not a tanker available at present. Tug *Ocean Jupiter*, which was placed alongside *Sichem Aneline*, left yesterday morning when replaced by *Ocean Bravo* which was called up from Quebec, City. According to officials there is no danger of any leakage from the stranded *Sichem Aneline*. — Great Lakes & Seaway Shipping News.

London, Apr 15 — Following received from VTS, Quebec, timed 1907, UTC: Combined chemical and oil tank *Sichem Aneline* is still aground. An attempt to refloat the vessel will be made in approximately two hours.

London, Apr 15 — Following received from VTS, Quebec, timed 2223, UTC: Combined chemical and oil tank *Sichem Aneline* was refloated by tugs at approximately 1600 hrs and is currently proceeding to Section 27, in the port of Montreal and is due to arrive in the next few minutes. As the cause of the grounding was rudder problems, it is most likely that she will have been towed into Montreal.

SIDER SUN (Malta)

Piraeus, Apr 13 — Bulker *Sider Sun* (5029 gt, built 2005), which arrived Piraeus, in tow on Apr 10, due to machinery problems, is still in port and no repairs have commenced to date. — Lloyd's Agents.

Piraeus, Apr 17 — Bulker *Sider Sun* commenced repairs yesterday (Apr 16). The estimated time of completion is unknown at present. — Lloyd's Agents.

SIERRA NAVA (Panama)

Cadiz, Apr 13 — Refrigerated general cargo *Sierra Nava* is currently at CRINAVIS shipyard, in Algeciras Bay. Given the magnitude of the damages it

is unviable for her to be repaired. Therefore her owners are waiting for an offer for scrapping. Although there have been some offers, none of them have been accepted by the authorities. — Lloyd's Agents.

SKURIN (Faroe Islands)

Trondheim, Apr 17 — General cargo *Skurin* arrived Kristiansund at 1400, Apr 11 and sailed at 1930, Apr 15, for Meloy, Glomfjord, Ornes. Kristiansund Port Authorities inform the vessel was repaired while lying alongside quay at Kristiansund. After completion the repairs were approved by Det Norske Veritas (DNV) and The Norwegian Maritime Directorate. — Lloyd's Agents.

SOUTHERN MOANA (Italy)

London, Apr 18 — Following received from Rome MRCC, timed 0915, UTC: General cargo *Southern Moana* (4391 gt, built 2000) grounded on sand in New Caledonia at 0300, UTC, today. No damage apparent. Vessel has been refloated.

London, Apr 18 — Following received from Rome RCC, timed 1400, UTC: General cargo *Southern Moana* ran aground in lat 13 17.36S, long 176 10.2E. Vessel refloated with no damage and is proceeding to Lautoka for inspection.

SPAR LYRA (NIS)

London, Apr 12 — A press report, dated today, states: Tugs freed bulker *Spar Lyra* last night after it drifted away from a refinery and ran aground in New York Slough off the Pittsburg Marina. She was carrying 39,000 tons of coke dust, a refinery byproduct, but there was no indication that the material had spilled into the San Joaquin River. Witnesses said the ship's mooring ropes were stretched across the water from the ship to the docks. Coast Guard crews directed boat traffic away from the area and ordered tugs to begin working to dislodge the vessel, Parra said. The Coast Guard received word at 2000 that the ship was free and again safely moored at the refinery, Parra said. The master now must assess the area of the stern that ran aground, inspect the vessel internally and prove to the Coast Guard that it is safe before making another voyage, Parra said.

London, Apr 15 — Bulker *Spar Lyra* arrived San Francisco Apr 12.

London, Apr 16 — Bulker *Spar Lyra* sailed San Francisco 1450, Apr 13, and arrived Long Beach 2110, Apr 14. Vessel has now sailed Long Beach and, according to Lloyd's MIU AIS, was located 28.6 nautical miles from Avalon, Calif, in lat 33 08 45.6N, long 118 45 17.4W, at 0826, UTC, today, course 259 deg, speed 11.2 knots.

STAR FERRY 1 (Philippines)

Manila, Apr 19 — Hull repairs on Roll On Roll Off *Star Ferry 1* are scheduled to start on Saturday (Apr 21) following an agreement between Regina Shipping and Philippine Trigon Shipyard on the cost and scope of repairs. The vessel is awaiting repairs at Philippine Trigon

Shipyard at Cebu province in central Philippines. — Lloyd's List Correspondent.

STRYN (Norway)

London, Apr 16 — Information received from Kiel, dated today, states: Roll On Roll Off *Stryn* (996 gt, built 1979) sustained machine failure between Manheller and Fodnes Apr 15. After temporary repairs were carried out by the crew, it was able to enter the port of Kaupanger for substantial repairs.

SUCHADA NAREE (Thailand)

London, Apr 19 — A mechanical digger burst into flames as it unloaded cargo from bulker *Suchada Naree's* (14431 gt, built 1994) hold at Immingham docks. Firefighters were called to the vessel early today as the fire threatened to spread to the vessel's cargo of animal feed. A Humberside Fire Service spokeswoman said officers used thermal imaging cameras as they tackled the blaze in the confines of the hold. Nobody was injured in the incident and the fire was successfully contained. "This was a tricky one to deal with because of the confined nature of the ship's hold," said the fire service spokeswoman. She said the cause of the fire had not yet been established but it was believed to have involved a fuel leak.

SURSUM CORDA (Netherlands)

London, Apr 17 — Fishing (general) *Sursum Corda*, towed into Ymuiden Apr 13 following engine problems, is Netherlands flag, not United Kingdom as before reported.

SURSUM CORDA (U.K.)

London, Apr 13 — Following received from Den Helder RCC, timed 0915, UTC: Fishing (general) *Sursum Corda* (283 gt, built 1981) is currently experiencing engine problems off the Netherlands coast in lat 52 26N, long 04 11E. The vessel is being assisted by another fishing vessel and the plan is to take it further inshore.

London, Apr 13 — Following received from Den Helder RCC, timed 1540, UTC: Fishing (general) *Sursum Corda* was towed into Ymuiden by another fishing vessel at 1147, UTC.

TAKEKO (Panama)

Yokohama, Apr 13 — Repairs to Container Carrier *Takeko* which were taking place at Kushikinoshinko New Port, in Kagoshima Prefecture, were due to be completed on Apr 12. — Lloyd's Agents.

London, Apr 17 — According to Lloyd's MIU AIS Container Carrier *Takeko* was in lat 31 16 45.6N, long 121 44 30E, 6 nautical miles from Chuansha, China, at 0659, today.

TASMAN COMMANDER (Hong Kong)

London, Apr 17 — General cargo *Tasman Commander* sailed Wellington Apr 9 and subsequently arrived and sailed New Caledonia Apr 13.

THE CALYPSO (Cyprus)

London, Apr 19 — Standards of seamanship on Louis Cruises vessels have been criticised in a Marine Accident Investigation Branch report on a fire on board passenger (cruise) *The Calypso* last year. The May, 2006, incident occurred while the vessel was en route from Tilbury to St Peter Port with more than 700 passengers on board. Although prompt action by the watchkeeping engineer officer put the engine-room fire out, the vessel was left drifting in the Dover Straits traffic separation scheme before being towed in Southampton. According to the MAIB, the firefighting response "highlighted flaws in the knowledge, experience and training of some of the senior officers". Those seafarers on board believed the fire had been put out by quick use of the carbon dioxide fire smothering system, rather than fuel starvation effected by the watchkeeping engineer officer. Multiple departures from best practice resulted. Britain and flag state Cyprus have been recommended to call for the International Maritime Organisation to issue a circular on the design of control stations for CO2 systems. There were also technical issues found surrounding the Wartsila Vasa32 starboard main engine. The MAIB said that the fire was caused by a failed low pressure fuel pipe flange, with the lack of an effective guard allowing fuel to spray onto an adjacent turbocharger, exhaust piping, or both. Spontaneous ignition resulted. Metallurgical analysis showed that two 10-mm socket-headed flange bolts failed, probably due to fatigue. Wartsila has long been aware of weaknesses in its flange design, and issued a bulletin in 1995 and 1999 recommending they be modified. For whatever reason, possibly frequent changes of ownership, the work was never carried out on the Calypso.

THEARESTON (Panama)

Durban, Apr 18 — Understand from local agent of bulker *Theareston* that the vessel has completed repairs and is departing from the dry dock today. She will be sailing to Richards Bay. — Lloyd's Agents.

TIAN HE (Panama)

Busan, Apr 13 — The cargo on board general cargo *Tian He* has been completely discharged and removed to a shore storage yard in Busan, but the vessel remains aground. It was reported that the vessel has been accepted by hull underwriters as constructive total loss and the wreck removal operation will be carried out in the next week. — Lloyd's Sub-agents.

Busan, Apr 19 — The wreck of general cargo *Tian He* was broken into two sections and the aft section was raised and towed to a temporary scrapyards at Busan on Apr 18. The forward section was raised this morning and towed to the scrapyards this afternoon. — Lloyd's Sub-agents.

TITU-5

See *Nazimuddin*.

TZINI (Malta)

London, Apr 17 — Following received from the managers of bulker *Tzini*, dated Apr 16: Repairs to *Tzini* are very extensive and are expected to be completed in three months time.

UNICORN BRAVE (Panama)

Port Said, Apr 14 — While Container Carrier *Unicorn Brave* (7197 gt, built 1992) was clearing Port Said at 1700, Apr 12, she was in contact with the Suez Canal sea channel buoy No.50 red, due to very strong winds prevailing at the time. Vessel's propeller became entwined around the chain of the buoy. Master required assistance from the Suez Canal Authority who provided tugs to tow her to the inner harbour of Port Said, where arrived safely at 2000 same day. Vessel sustained very severe damages to her propeller. Waiting SCA diver inspection. — Lloyd's Agents.

Port Said, Apr 14 — Agents of Container Carrier *Unicorn Brave* report: Underwater inspection was carried out by SCA divers revealing no serious damage to the propeller and hence BV class surveyor is on board now to issue a Seaworthiness certificate to enable the vessel to resume sailing. Also understand that an appointed date was set up for Apr 16 with the SCA to ascertain if any damages were sustained to the buoy of Km 50 red. A surveyor on behalf of the ship should attend this survey with SCA / Port Said on Apr 16. — Lloyd's Agents.

Port Said, Apr 16 — Bureau Veritas class surveyor has issued the sea worthiness certificate for Container Carrier *Unicorn Brave* and vessel sailed on Apr 15. — Lloyd's Agents.

VANS QUEEN (Liberia)

Portsmouth, UK, Apr 13 — Roll On Roll Off Container Car *Vans Queen* (11861 gt, built 1978) has been in Wilhelmshaven since yesterday for repairs and is planned to leave on Apr 22. No information on reason for repairs. — Correspondent.

VISAYAN TRADER (Panama)

Portsmouth, UK, Apr 16 — Roll on roll off *Visayan Trader* (4182 gt, built 1978) experienced main engine failure and lost power Apr 14 while en route to Vladivostok with a cargo of imported automobiles. The drifting vessel was taken in tow by tug *Topaz* and towed into Vladivostok on Apr 15. — Correspondent.

VOYAGEUR INDEPENDENT (Canada)

London, Apr 16 — On Apr 13, bulker *Voyageur Independent* (12296 gt, built 1952), lost steering in the south shore canal, above the CPR bridge, Quebec, in lat 45 24.48N, long 73 40.3W and made contact with the bottom.

London, Apr 18 — According to Lloyd's MIU AIS, bulker *Voyageur Independent* was located 1.8 nautical miles from Pointe aux Trembles, in lat 45 39 31.02N, long 73 28 05.34W, at 1149, UTC, today, course 209 deg, speed nine knots.

W.D.FAIRWAY (Netherlands)

London, Apr 13 — A press report, dated today, states: Salvors successfully refloated hopper dredger *W.D.Fairway*. The Tianjin Municipal Maritime Affairs Bureau said the vessel was grounded in 5.5m of mud in water 11.5m deep. Salvors used 12 vessels during the operation, which lasted just over five hours. Initially they pumped out water from the dredger before a floating crane was used to haul the dredger out of the mud and water.

London, Apr 16 — Salvors successfully refloated hopper dredger *W.D.Fairway* last week following its collision on Mar 8 with container carrier *MSC Joanna* near Tianjin port. The collision is understood to have resulted in a claim of about \$205 million. The Tianjin Municipal Maritime Affairs Bureau said *W.D.Fairway* was grounded in 5.5 metres of mud in water 11.5 metres deep. Salvors used 12 vessels during the operation, which lasted just over five hours. Initially they pumped out water from the dredger before a floating crane was used to haul the vessel out of the mud and water.

WEST SAILOR (Malta)

London, Apr 13 — A press report, dated Apr 12, states: Chemical tanker *West Sailor*, stranded off the coast of Kerry, is to be towed to Cork for repairs. *West Sailor* has been moored in Brandon Bay since it was disabled by a fire in the engine-room early yesterday. A member of the International Transport Federation will board the ship when it arrives in Cork dockyard on Saturday morning to inspect the vessel and the 15-man crew. The Navy has agreed to escort *West Sailor* to Cork.

London, Apr 13 — Following received from Dublin MRCC, timed 1045, UTC: Chemical tanker *West Sailor* was taken in tow for Cork at 0040, UTC, today. Vessel was reported in lat 51 24.4N, long 10 43.2W, at 1021, UTC, speed five knots.

London, Apr 14 — A press report, dated today, states: Chemical tanker *West Sailor* is due to be towed into Cork Harbour this morning. She was disabled after a fire in the engine-room off the Kerry coast earlier this week. The International Transport Federation has indicated that its Irish inspector will go to the vessel because the crew sent a message to the union, claiming that they were not allowed to call for help after the fire. The ITF also wants to know why there was a delay before a tug was contracted to tow the ship. (Note — According to Lloyd's AIS, *West Sailor* in lat 51 44 46.18N, long 08 16 51.36W, speed 1.6 knots, at 1021, Apr 14.)

London, Apr 14 — Following received from Dublin MRCC, timed 1840, UTC: Chemical tanker *West Sailor* was towed into Cork by tug *Breedbank* this morning; vessel was handed over to the port authority at 0915, UTC. It is to be repaired in Cork Dockyard.

WHISPA

See *Gas Monarch*.

WHITEWAY BROTHERS (Canada)

London, Apr 16 — On Apr 15, fishing (general) *Whiteway Brothers* (64 gt, built 1979) reported fibreglass being cracked and torn from the hull due to ice in lat 50 57.52N, long 54 45.03W.

WILSON MUUGA (Cyprus)

Reykjavik, Apr 17 — Attempts will be made to refloat bulker *Wilson Muuga* in the next day or two, during high-tides. Should they not be successful, further attempts will be made around the middle of May. — Lloyd's Agents.

Reykjavik, Apr 17 — Bulker *Wilson Muuga* was refloated at 1730 hrs, today. She is being towed to the port of Hafnarfjordur, where ETA 2300 hrs. — Lloyd's Agents.

Reykjavik, Apr 18 — Bulker *Wilson Muuga* was towed into Hafnarfjordur harbour just before midnight Apr 17, where she is now moored alongside. — Lloyd's Agents.

YICK ZAO (Panama)

Hodeidah, Apr 15 — Bulker *Yick Zao* (23715 gt, built 1983), with 35,000 tonnes of bulk wheat loaded at Port Muhammad Bin Qasim, arrived Saleef outer roads 1425, Apr 12, pilot had boarded the vessel at the anchorage which is about two miles off the berth and the vessel berthed alongside at 1945, Apr 12. There are two berths at this pier where the vessel had berthed. Understood that the vessel had approached her designated berth, No.1, at an angle. Berth No.2 was vacant at the time of the incident. There was a wind blowing at the time of berthing. Two tugs were standing by to assist the vessel's berthing but they were not made fast. The approach continued at an angle and when the bow was about 100 m off the mid-length of the pier, starboard anchor was dropped as the vessel speed was noted to be excessive. However, she still kept proceeding head on towards the pier until when she was about 50 m off the pier when the port anchor was also let go. Vessel was not able to take her headway off or veer off the berth, apparently due to an on shore wind and tugs unable to pull out the bow as they were not made fast, and at 1853 hrs the bow made contact with the pier. Tugs were eventually made fast at 1900 hrs and vessel was pulled off the berth, realigned and made fast to berth No.1 starboard side to at 1945 hrs. Vessel sustained following damage: An area of 2.0 by 2.5 m of the bulbous bow indented below waterline as noticed from the forepeak tank. The depth of indentation is approximately 500 mm. No external damages visible to vessel as of now as the affected part is still below waterline. As discharging progresses the damaged area is expected to be visible. The berth is also suspected to have sustained damages due to the impact below the waterline. We understand that the port authorities are employing services of a diver to ascertain the damages to the pier. We also understand that the class surveyor is also in attendance to ascertain the damages to vessel. — Lloyd's Agents.

YINHHE NO.1 (Cambodia)

See *Eifuku Maru No.7*.

YUH FA NO.201 (Taiwan)

London, Apr 13 — A press report, dated today, states: A U.S. Navy helicopter lifted relief workers off the stricken fishing *Yuh Fa No.201* that struck a reef while ferrying a medical team to help tsunami victims in the Solomon Islands, a Taiwanese official said today. *Yuh Fa No.201*, hit the reef off the western town of Gizo last night and remained stuck on the rocks today, Taiwan's Ambassador to the Solomon Islands, George Chan, said, adding that nobody had been seriously hurt in the vessel's grounding. "The U.S. helicopter helped us to lift the Red Cross workers and our medical team to Gizo," Chan said. "I was told they were safely evacuated." Seventeen Red Cross workers from New Zealand and the Solomons as well as medical workers from Taiwan were among those airlifted off the ship, although it was not clear exactly how many people were on the vessel. One crew member suffered minor injuries when a dinghy capsized and was airlifted to a regional hospital at Munda, another town in the Solomon Islands' Western Province, Chan said. Solomons police said the stricken vessel was taking on water as the waves crashed over its stern and there were fears it could collapse. Chan said the fishing vessel hit the reef while returning to Gizo at night after delivering aid supplies to outlying islands. The reef may have been uncharted or a new obstacle thrown up by the magnitude 8.1 quake that struck on Apr 2, sending a tsunami crashing into the coast. Taiwan is one of several countries that have sent medical and other assistance to help with relief work. *Yuh Fa No.201* was asked by the Taiwanese Embassy to assist with the aid effort as it was the closest available Taiwan vessel, Chan said.

London, Apr 13 — A press report, dated today, states: An American navy helicopter has winched people off the stricken fishing vessel (*Yuh Fa No.201*) that struck a reef while ferrying medical workers assisting Solomon Islands tsunami victims. New Zealand trauma therapy worker Allison Axford says the ship came into Gizo in darkness after being delayed in Simbo when islanders said another tsunami was coming. Police say about 17 people, including Red Cross workers, medical staff and two injured elderly men, were winched from the ship and landed at a playing field in Gizo. The stricken vessel was high and dry on the reef today after waves subsided.

London, Apr 14 — A press report, dated Apr 13, states: A U.S. Navy helicopter lifted 20 aid workers off fishing (general) *Yuh Fa No.201* that had hit a reef while carrying out relief work for tsunami victims in the Solomon Islands, a Taiwanese official said today. The vessel had been returning to the western town of Gizo after delivering aid supplies to outlying islands when it struck a reef, Taiwan's Ambassador to the Solomon Islands, George Chan, said. Chan said the reef may have been

uncharted or a new obstacle thrown up by the Apr 2 quake. Thirteen crew remained on the grounded vessel. Solomons police said the stricken vessel was taking on water as waves crashed over its stern and there were fears it could founder. "Two police vessels made a strong effort to tow the trawler off the reef but snapped three tow lines during the attempt," police said in a statement released in Honiara.

London, Apr 14 — A press report, dated today, states: Fishing (general) *Yuh Fa No.201* was loosened from a coral reef where it ran aground while delivering earthquake and tsunami aid in the Solomon Islands, police said today. Crew on board the *Yuh Fa No.201* were able to power the vessel off the reef, a day after medical teams and other aid workers were airlifted off it by a US Navy helicopter because of the danger that it could sink. Solomons Assistant Police Commissioner Jackson Ofu said today that the vessel was on its way to have a thorough damage inspection at a port, where the master would be questioned about the grounding. "Under marine laws, he is liable to charges because he is supposed to take care when he travels at night and he endangered the lives of crew and passengers," Ofu said. The boat struck the reef and became stuck as it returned from an aid delivery run to the western town of Gizo.

ZENITH (Bahamas)

London, Apr 13 — A press report, dated today, states: Passenger (cruise) *Zenith* (47255 gt, built 1992) carrying dozens of sick passengers arrived back in Tampa early this morning. The *Zenith* is owned by Celebrity Cruise Lines. It left Tampa on an 11-night voyage on Apr 2. But before the trip was over, 86 guests and 11 crew members became ill. Doctors say those on board may have come down with Norovirus, a common gastrointestinal illness. They say it may have been brought on board by a guest who was previously exposed to it. The vessel was carrying 1363 passengers and 613 crew members on the voyage. The cruise line says they promise to sanitise the entire vessel before the next cruise sets sail.

London, Apr 15 — A press report, dated Apr 14, states: One hundred people on Royal Caribbean Cruises Ltd. passenger (cruise) *Zenith* contracted a norovirus that causes gastrointestinal illness, the Miami company said. *Zenith* left the port of Tampa Apr 2 and returned Apr 13 as scheduled. The Tampa Tribune reported. Royal Caribbean said 89 of the people who got sick on the ship were guests, and the others were crew members. All of the sick people were treated with over-the-counter medication and were improving by the time the ship docked in Tampa, the company said.

ZHI QIANG (Hong Kong)

London, Apr 13 — Bulker *Zhi Qiang* was reported sailing from Qingdao, China, on Apr 4 and according to Lloyd's MIU AIS, at 0611 hrs, today, was in port at Gwangyang, South Korea.

ZHONG SHENG (Cambodia)

London, Apr 14 — General cargo *Zhong Sheng* sailed Kisarazu Apr 12 for Dalian.

Port State Control



BELGIUM

Zeebrugge, Apr 17 — General cargo *Iran Baghaei* (13914 gt, built 1979) departure from Antwerp suspended due to detentions at 1452, Apr 11. Departure authorised at 1431, Apr 15. — Lloyd's Sub-agents.

Seizures & Arrests



EVVA (North Korea)

Piraeus, Apr 19 — General cargo *Evva* is still under arrest at Katakolon. Prospects of release are unknown. — Lloyd's Agents.

FALCON IV (Greece)

Piraeus, Apr 19 — Ferry *Falcon IV* remains under arrest at Volos port. Prospects of release are unknown. — Lloyd's Agents.

FATEZH (Ukraine)

London, Apr 17 — General cargo *Fatezh* sailed from Reunion, as scheduled, on Apr 6.

OZDEN S. (Turkey)

Portsmouth, UK, Apr 18 — On Wednesday Apr 11, a French Customs aircraft noted pollution of 10 km in the wake of the Turkish Combined chemical and oil tank *Ozden S.* (3753 gt, built 2006) inside the ecological protection zone. The vessel was "immobilised" on its arrival at Fos-sur-Mer on Apr 17. Today, the TGI public prosecutor, Marseilles, fixed the guarantee at one million euros. The master and owners are liable for "voluntary pollution by hydrocarbon discharge". — Correspondent.

REFRIZHERATOR 605 (Russia)

London, Apr 12 — Refrigerated general cargo *Refrizherator 605* sailed from Nakhodka on Apr 6, bound for China.

Pipeline Accidents



GLENAVON AREA, SASKATCHEWAN, CANADA

London, Apr 16 — A press report, dated today, states: One of the biggest Canadian oil pipelines to the United

States has been shut down after a leak was discovered yesterday night, according to operator Enbridge Inc. Line 3 connects Hardisty, Alta, with Wisconsin, carrying 450,000 barrels of oil a day to refineries in the US Midwest, more than 20% of Enbridge's capacity on its mainline, which is comprised of several links. Jennifer Varey, an Enbridge spokeswoman, said Line 3 is still partly open, adding that Enbridge is meeting its obligations to customers, though she couldn't say how long that would be the case. Ms. Varey said the company also doesn't know when the leak will be plugged. She said the company doesn't know how much oil spilled from the pipeline, which is buried. The leak occurred near Glenavon, Sask. The line is still open from Cromer in western Manitoba to Wisconsin. The leak was discovered about 1830 yesterday, when an Enbridge control centre in Edmonton noticed a drop in pressure on the pipeline and shut it down about six minutes after the leak occurred. Emergency crews found the leak at about 2050 hrs, Ms. Varey said.

London, Apr 17 — News of a leak in a Canadian pipeline led to a slight recovery in oil prices, following yesterday's falls. Part of Enbridge's 450,000 barrels per day (bpd) pipe, which is the main route for Canadian crude going to refineries in the Midwestern US, has been closed. Prices fell yesterday on the news that Royal Dutch Shell was to resume pumping from its 380,000 bpd Forcados field in Nigeria after a two month closure. In early trading, Brent crude rose 32 cents to \$67.57 a barrel. The news came as members of the European Central Bank (ECB) said that rising oil prices were the biggest inflationary danger in the eurozone economy.

London, Apr 18 — Enbridge is dealing with a major spill of crude oil from one of its pipelines near Glenavon, in southeastern Saskatchewan. The spill was detected Sunday (Apr 15) evening when a pressure drop was noticed in the company's 34 inch pipe. Enbridge spokesperson Gina Gottenberg says they immediately began shut down procedure of that line. The amount of crude spilled was 600 cubic metres, or about 3300 barrels. Gottenberg says the oil was contained to a field in the area, but it has contaminated a local slough and there are fears about possible contamination of well water.

New York, Apr 19 — Enbridge Inc. said it restarted yesterday its 490,000 barrels per day (bpd) Line 3, a pipe that carries Canada's Alberta oil to the U.S. Midwest, under reduced pressure. Line 3, which carries heavy and sulphur-rich crude from northern Alberta to refineries in the Midwest, ruptured near Glenavon, Saskatchewan. About 3,750 barrels of oil were spilled. Enbridge said it had restarted the line under reduced pressure of 80 percent and expected to operate it under reduced pressure until further analysis was completed. The line restarted at about 1740, MST, yesterday, a few hours behind its earlier outlook. — Reuters.

SURABAYA AREA, INDONESIA

London, Apr 17 — A press report, dated Apr 16, states: Indonesia's disastrous "mud volcano" has caused more than \$3 billion dollars worth of losses after spewing toxic sludge that displaced 15,000 people, a report said. The mudflow, blamed on exploratory drilling gone wrong, swamped homes and damaged roads, a railway and a gas pipeline, causing overall losses of \$3.04 billion since it began last May, a government agency said. The National Development Planning Agency said in a report the losses were both direct and indirect as the crater had disrupted the local economy of the affected area near Surabaya, East Java, the Antara news service said. The losses could rise to rupiah 44.7 trillion (\$4.91 billion) unless the steaming mud hole stops disgorging sludge, the report said, according to Antara. Indonesia's government this week agreed to spend \$275 million to relocate the infrastructure damaged by the mud. It is also trying to plug the crater by dropping thousands of chained concrete balls into the hole. Hundreds of chains of heavy balls have been dropped into the crater, but the mud is still flowing. The planning agency's report also recommended the government set a deadline for compensating people affected by the mud, a cost to be borne by the drilling firm accused of triggering the disaster, PT Lapindo Brantas. The sludge has inundated some 600 hectares. Experts are unsure how long the crater will spew mud if left unchecked, with some suggesting it could be years.



FINJA (Germany)

London, Apr 17 — Following received from Kiel, dated today: At 1105 hrs, today, combined chemical and oil tank *Finja* (1102 gt, built 2000) lost one half of a ton of gas oil when being unloaded at the Bominflot Oil Terminal in the Kiel Canal, due to a fault. The vessel was surrounded by oil booms and the oil removed by Bominflot and the vessel's crew.

LAMPREY RIVER, NEW HAMPSHIRE, UNITED STATES

London, Apr 16 — A press report, dated Apr 14, states: A fuel oil spill on the Lamprey River off Water Street yesterday afternoon prompted fire crews and a cleanup team to respond in an effort to contain the mess, with an early estimate putting the leak at 110 gallons. The strong odour of oil and spots of rainbow sheen on the surface of the water left little doubt about the spill, which was reported to fire officials shortly before 1600 hrs by employees of Regal Sleeving and Tubing LLC, located at 55 Main St. The Newmarket Fire Department arrived to

find small slicks of No. 2 fuel oil in the water, according to Fire Chief Rick Malasky. The spill was apparently caused by a broken seal on a boiler in the Regal Tubing and Sleeving building. Company general manager Al Ferrari said a maintenance crew noticed a small amount of the oil on the floor and notified their employers.

VIETNAM

London, Apr 12 — An oil slick of unknown origin, some five times the permitted threshold, has killed over 2,500 tons of molluscs in a Mekong Delta province in southern Vietnam, causing nearly US\$1.5 million in losses. The Southern Centre for Environment Monitoring and Aquatic Epidemics said tests conducted on the molluscs, or meretrix lyrata in Ben Tre province's Binh Dai district also revealed high levels of arsenic, cadmium, lead, and mercury that surpassed safety limits. In Binh Dinh province in the central region, local authorities yesterday said seven metres of its beaches in Phu Cat district were contaminated with oil. Meanwhile, the source of the oil spill or spills that have impacted Vietnamese beaches and marine environments over the past few months remains shrouded in mystery. Policemen from the recently-formed Environment Police Bureau are investigating while a new oil slick measuring one kilometre wide off southern Vung Tau Town was reportedly spotted days ago.



BERMUDA

London, Apr 18 — A press report, dated Apr 16, states: At least eight Bermuda flights have been cancelled so far today. Bermuda International Airport general manager James Howes said that due to weather conditions both locally and in the north-eastern U.S., that all of Delta Airlines, Continental Airlines, American Airlines flights 686 and 415 as well as US Airways flights 1151 and 1125 He added: "There may be additional flight cancellations, travellers are urged to check with their airline for the latest flight status." The Bermuda Weather Service is reporting showers for the next two days, which may affect future flights. Bermuda was buffeted by gale force winds today.

CANADA

London, Apr 18 — A press report, dated today, states: Residents of an island off Newfoundland's north-east coast were without ferry service early today, as stormy weather kept their connection docked. Heavy ice and strong winds are keeping ferry *Inch Arran* (261 gt, built 1962) from reaching Little Bay Islands. *Inch Arran* can not sail because of stormy weather

in Notre Dame Bay. (CBC) The ferry, which operates in Notre Dame Bay, last ran yesterday afternoon. Residents say they are concerned that a forecast of continued high winds will keep the ferry idle for days.

London, Apr 19 — A press report, dated Apr 18, states: Coast Guard icebreakers are smashing through a massive expanse of ice in a bid to free more than a hundred vessels stuck off Newfoundland's northeast coast. The crews of several sealing ships trapped by ice off Newfoundland have been forced to evacuate their vessels, while even an ice breaker operated by the Canadian Coast Guard has become trapped. "Conditions are very severe. It's very difficult to get our ice breakers through," Captain Brian Penney said. "With the northeast winds, we have freezing drizzle. So right now we've been trying to get to the major cases to pick up the crews." Many of the estimated 600 crewmembers have been stuck on the ice for days and are running out of food and fuel. A shift in wind has tightened the ice pack in the region along Newfoundland's northeast coast and southern Labrador, endangering vessels off Fogo Island. Officials said it could take several days for the wind to change and push the ice away. A spokesman for the Canadian Coast Guard said at least 10 vessels were in "extreme difficulty" with the risk that ice could pierce their hulls. "Some of them have been there now for up to seven, eight days. We've been trying to get them out of their ports," Canadian Coast Guard Capt. Brian Penney said. Frank Pinhorn, executive director of the Canadian Sealers Association, said the ice conditions are the most severe he's seen in 25 to 30 years. Search and rescue officials said the crew of one vessel that is listing 25 to 30 degrees was evacuated to a coast guard vessel. But that coast guard vessel, the *Sir Wilfred Grenfell*, is also experiencing difficulty in the ice. Another coast guard vessel, *Perks*, has been breaking ice to help other vessels that have almost been pushed to shore by the tightly packed ice. Poor weather conditions have grounded rescue aircraft. Two vessels in the Strait of Belle Isle, the *Southern Pride* and the *Labrador Current*, were also in trouble. The crew of the *Southern Pride* had abandoned the vessel and was waiting on the ice for help, while many vessels in other areas were also being monitored. The coast guard is also trying to get supplies to some of the stranded vessels, as they run low on fuel and supplies for the crew.

UNITED STATES

London, Apr 12 — More snow fell across the northern states today, a day after a deadly storm grounded hundreds of flights, postponed a baseball game, iced up roadways and disappointed those longing for the warmth of spring. A jet trying to land in heavy snow skidded 50 feet off a runway in Traverse City, Mich., early today. The plane remained upright, and the 46 passengers and three crew members were unhurt, Pinnacle

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Airlines spokesman Phil Reed said. Six deaths elsewhere were blamed on the slick conditions. Some areas of the Midwest got more than nine inches of snow, with another inch or more expected today before the snow starts tapering off. The worst of the storm blew into the Northeast today, dropping up to eight inches of snow in the Adirondack Mountains. In Chicago, more than 550 flights were cancelled at O'Hare International Airport because of poor visibility, said city aviation spokesman Gregg Cunningham.

London, Apr 16 — A press report, dated Apr 15, states: More than 400 flights were cancelled at New York's three major airports today, and fallen tree limbs cut power to 2,100 households as a powerful nor'easter swept up the coast, threatening widespread coastal flooding. New York City opened nine emergency storm shelters in flood-prone locations, and ferry service to Fire Island was cancelled due to the storm. More than two inches of rain had fallen in the New York region by early this afternoon, and forecasters predicted a total of four to six inches by the storm's end tomorrow, National Weather Service meteorologist Gary Conte said. Conte said there were sustained winds of 30-35 mph and gusts of up to 48 mph at John F. Kennedy International airport. He said tonight's high tide was likely to bring coastal flooding on Long Island and in parts of New York City. A spokesman for the Port Authority of New York and New Jersey, which manages all three of the area's major airports, said travellers should check with their carriers before heading to Kennedy, LaGuardia or Newark (N.J.) Liberty International airports. The Metropolitan Transportation Authority had hundreds of extra workers on duty to handle flooding and other storm-related problems with its commuter rail lines and New York City buses and subways, said MTA Executive Director Elliot Sander. Still, the MTA's Metro-North Railroad indefinitely suspended service on its Harlem and New Haven lines because of flooding in the Mott Haven section of the Bronx. The storm rattled the Gulf states Friday (Apr 13) and yesterday with violent thunderstorms, raked Texas with at least two tornadoes and was blamed for five deaths before heading toward the north-east coast. New York Governor Eliot Spitzer said he also deployed 3,200 members of the National Guard to areas that might be affected by the storm. George Hafele, president of Fire Island Ferries, said ferry service was suspended after 0800 today. Michael Lowndes, a spokesman for the Long Island Power Authority, said there were about 1,500 customers without power across the island, mainly because of tree limbs falling on power lines. Consolidated Edison utility spokesman Joe Petta said about 300 households in New York City and another 300 in Westchester County were without power. In New York City, the mayor's Office of Emergency Management opened shelters at nine public schools in the five boroughs this

morning, the first time such a step had been taken since 1999. OEM spokesman Andrew Troisi said the shelters were opened as a precaution and no one was using them as of this afternoon. The American Red Cross opened three shelters at high schools in Nassau County.

London, Apr 17 — A press report, dated Apr 16, states: Lewes Ferry officials have cancelled all ferry trips between Lewes and Cape May, New Jersey, tomorrow, citing the likelihood that strong winds that halted the fleet of ferries today would persist. Today's ferry trips were cancelled, officials said, because of sustained 45-mph winds and sea swells of four to eight feet. Strong winds swirled around Sussex County overnight and continued during the day today. Ferry service is expected to resume on Wednesday (Apr 18), beginning with an 0700 hrs departure from Lewes and an 0730 hrs ferry leaving Cape May.

London, Apr 17 — A press report, dated Apr 16, states: SeaStreak has cancelled some of its ferry runs between Highlands/Atlantic Highlands and Manhattan due to bad weather. SeaStreak said it had canceled the following late-evening and night runs: New Jersey Departures: 2025 hrs Atlantic Highlands; 2035 hrs Highlands; 2215 hrs Highlands; 2230 hrs Atlantic Highlands. Manhattan Departures: 2115 hrs E. 34th Street; 2130 hrs Pier 11; 2315 hrs E. 34th Street; 2230 hrs Pier 11. All other SeaStreak service will operate normally. Also, Jersey Central Power & Light said about 4,000 of its customers were without electricity, according to reports from the Star-Ledger, but no widespread outages in Monmouth County were mentioned. Statewide, about 12,000 customers of the state's largest utilities, JCP&L and Public Service Electric & Gas, were without power, the newspaper said.

Natural Disasters



NEVADO DEL HUILA VOLCANO, COLOMBIA

London, Apr 19 — A press report, dated Apr 18, states: Thousands of people were evacuated after a long-dormant volcano erupted late yesterday and again early today, provoking avalanches and floods that swept away houses and bridges. The Nevado del Huila volcano's eruptions were its first on record since Colombia was colonised by the Spanish 500 years ago. There are about 10,000 people living in the area around the volcano, and about 3,500 had been evacuated, Luz Amanda Pulido, director of the national disaster office, said after flying over the volcano in south-west Colombia. There were no reports of deaths or injuries. The eruption sent an avalanche of rocks down the volcano's sides and into the Paez and Simbora rivers, causing them

to flood. "The bridges were swept away, the highway used by the indigenous people in the zone was destroyed for various kilometres and the problem we have now is the lack of a route to deliver goods and medicines to the population," Police Gen Orlando Paez said. Experts were not ruling out more eruptions. "The seismic activity remains light but permanent, and we can't rule out another bigger event in the next hours or days," said Mario Ballesteros, director of the government's Institute for Geology and Mining. The Nevado del Huila is Colombia's third-highest peak at 18,484 feet. Located 170 miles south-west of Bogota, it became active again in March with a series of internal rumblings.

Political & Civil Unrest



BOLIVIA

London, Apr 19 — Protesters seized control of a gas pipeline in the southern border city of Yacuiba yesterday as a dispute over one of the country's largest gas reserves threatened to shut off the flow of natural gas to Argentina. Some 200 Bolivian soldiers used rubber bullets and tear gas Tuesday (Apr 17) morning to keep more than 2,000 protesters from entering a control station on a pipeline run by Transredes, a subsidiary of Royal Dutch Shell PLC, Yacuiba Mayor Carlos Cruz said in a telephone interview. But by early afternoon, the protesters had overwhelmed the soldiers and taken over the pipeline, Cruz said. Demonstrators are demanding the resolution of a dispute over the Margarita gas field, still in its exploration and development stage but potentially one of Bolivia's largest. The field straddles two provinces in the southern state of Tarija, but the boundary between the two provinces is not clearly drawn, and each is fighting for a larger share of the field's eventual royalties. Tarija State Police Commander Carlos Sigler told Bolivian media that 400 soldiers were deployed in Yacuiba in attempt to take back the pumping station. Bolivian media reported 10 people had been injured in the morning's clash.

Labour Disputes



BELGIUM

London, Apr 13 — A press report, dated today, states: The schedules of most flights, which land at or take off from Brussels' airport, will be changed, after rescue services personnel launched strike action this morning, a management spokesperson said. The

airport's fire brigade went on strike in protest against their low salaries. Flights arriving will be diverted and departures will be late or even cancelled. "At the moment everything is easy, but the chaos will come later as there are numerous arriving flights today. It is the end of the Easter holidays and many tourists return to their home countries," the spokesperson explained.

London, Apr 13 — A deal has been struck to end a day-long wildcat strike by firefighters and security staff which closed down Brussels airport, a union representative said. The action began at 0600 hrs and immediately created chaos, with only the smallest aircraft able to leave the Belgian capital's airport and incoming flights diverted to other airports in Belgium, France and the Netherlands. Later, airport authorities formally closed down all flight operations for safety reasons, as fire crews were not available in case of an accident. The action, over pay for the firefighters and over alleged management bullying by the security officers, led to chaos, with many flights cancelled and passengers at the airport complaining of a lack of information. "The strike is over, so now everything will be done to get passengers onboard as soon as possible," airport spokesman Jan Van der Cruyssen said. It was not clear however, how many scheduled flights would still be able to leave today amid a large backlog of delayed flights.

CANADA

London, Apr 13 — A strike at Canadian National Railway Co., the country's largest railroad, threatens to disrupt shipments of 10 million tons of grain, the Canadian Wheat Board said. The marketing group has asked the government to invoke back-to-work legislation originally introduced in February, Greg Arason, president of the Winnipeg, Manitoba-based Wheat Board, said in a statement. The board, which uses CN to ship winter wheat, durum and barley, said about 7 million metric tons of grain is ready for delivery. Canadian National's 2,800 conductors and yard workers resumed a strike April 11 after rejecting a labour agreement in an April 9 vote. They originally began a strike on Feb 10, after negotiations with the company broke down. They returned to work on Feb 25 to allow time to organize the vote. Delays caused by February's two-week work stoppage cost the board's grain suppliers C\$150,000 (\$132,164) a day in demurrage fees charged by ships stuck in the ports of Vancouver and Prince Rupert, British Columbia, the board's spokeswoman Maureen Fitzhenry said in February. Labor Minister Jean-Pierre Blackburn said in an April 11 statement that the government is ready to pass legislation that would force striking employees back to work.

GERMANY

London, Apr 12 — A press report, dated today, states: Lufthansa AG said seven flights were grounded this morning following a warning strike by

cabin staff in Berlin. Forty cabin workers took part in the warning strike, which also led to flight delays of up to three hours, according to trade union ver.di. Ver.di is calling for a wage agreement with an increase of more than 3.4% for around 42,000 Lufthansa employees. Lufthansa maintains that its cabin workers are bound by a wage agreement which runs until the end of 2008.

ITALY

London, Apr 17 — The death of a stevedore on the Genoa docks on Friday (Apr 13) prompted a 24-hour shutdown of Italy's ports and tapped into a well of concern over worker safety across the country, with president Giorgio Napolitano taking to the airwaves to declare that enough was enough. Enrico Formenti died at the Forest terminal in Sampierdarena when a two-tonne bale of cellulose fell on him. He leaves behind him a wife and two young children, an ongoing investigation into the precise cause of the accident and an intensifying national debate over Italy's worker mortality rate. He was not the only employee to die while working in recent days: Italian newspapers reported that six people died in workplace accidents on Friday and Saturday, taking the number for the last two months to 168. Reports suggest that around 1,300 workers die on the job in Italy every year. In an interview with the Tg3 TV news programme, Mr Napolitano articulated the rising anger over such mortality rates and growing concern at the perceived devaluation of workers' rights and protections in an increasingly competitive marketplace. In Genoa, meanwhile, port, union and government officials were scheduled to meet yesterday to discuss measures to improve safety on the docks, including the possible deployment of more safety inspectors.

SAPFIROVYY (Russia)

Yokohama, Apr 13 — Understand from local agents that refrigerated general cargo *Sapfirovyy* has been in Ishikari port since Mar 9 due to the crew of the vessel being on strike demanding payment of unpaid wages. — Lloyd's Agents.

UNITED KINGDOM

London, Apr 18 - A press report, dated today, states: State employees are taking part in a 24-hour strike at Jersey's Harbours. Picket lines were set up at the St Helier Harbour at 0800, BST, in a dispute over the relocation of some workers and proposed changes to their contracts. Members of the harbour staff who work for the Transport and Technical Services Department have withdrawn their labour. Harbour-master Captain Howard Le Cornu said the port has remained open and passenger services are unaffected. However he admitted the movement of freight in and out of Jersey by sea has been disrupted. Nick Corbel, from the Transport and General Workers' Union (T&G), said the industrial action was linked to States

proposals to move staff from their present base at the harbour to a new site at Bellozanne and over planned changes to staff contracts.



Fires & Explosions

GREAT BAY MARINA, NEWINGTON, CONNECTICUT, UNITED STATES

London, Apr 15 — A press report, dated Apr 13, states: Firefighters from six communities responded to a fire at the Great Bay Marina in Newington last night. The Newington Fire Department received a call at 2112 hrs reporting a large boat was on fire. Firefighter John March said the fire was knocked down in less than a half-hour. As of shortly after 2200 hrs, firefighters were finishing up at the scene. Firefighters from Pease, Portsmouth, New Castle, Greenland, and Portsmouth Naval Shipyard rendered mutual aid.

London, Apr 15 — A press report, dated Apr 14, states: Reg Fitzgerald said Thursday (Apr 12) night's rainy weather might have saved Great Bay Marine from disaster, as a fire that gutted 47-ft recreational vessel *Done Deal* was contained in just 35 minutes without catching fire to neighbouring boats. His boat is docked directly next to *Done Deal*, out of Kensington, destroyed by the mysterious fire while dry docked at the marina. Fitzgerald, a Dover resident, said his boat had a melted tarp and appears to have sustained minimal damage from the flames. Officials are still investigating the origin of the blaze but have said they do not consider it suspicious. Fire Deputy Dennis Cote, who investigated the scene with State Fire Marshal Bill Clark Friday afternoon, said: "There are still things we need to look at. We've narrowed it down to where we believe the fire started, in the salon area of the vessel, but ruling out this and that takes a bit more time to determine." The boat is blocked off by police tape but Cote said the fire completely destroyed the interior of the ship. The ship's deck was left covered in charred fiber-glass, ash and debris and a window on the port of the boat was melted off by the flames, and hung off the side of the ship.

WAREHOUSE, GABORONE, BOTSWANA

London, Apr 16 — Chaos erupted in Gaborone West Industrial area on Friday (Apr 13) as a blaze gutted a Shell Oil company storage warehouse. The fire, which started as workers were knocking off for the weekend, caused a traffic jam as the police cordoned off the area and diverted drivers from the Lobatse-Gaborone Road near the Nokia warehouse. The warehouse, which is adjacent to the Weld and Engineering Company, was completely destroyed as

210 25-litre oil tanks exploded in flames. Fire fighters from the Gaborone City Councils fire department as well as officers from the police and Botswana Defence Force (BDF) battled for about six hours to contain the fire, which threatened to spread to adjacent buildings.



ACCIDENT, CHICAGO EXECUTIVE AIRPORT, UNITED STATES

London, Apr 12 — No one was seriously hurt yesterday when a twin-engine prop aircraft with five people on board skidded off the end of a runway at Chicago Executive Airport in Wheeling in the midst of a snowstorm. Michael Stanard, an airport spokesman, said the Wheeling Fire Department went to the scene, at 1020 S. Plant Road, but nobody was transported to the hospital. "The pilot reported - what he characterizes as a surge in his left engine, so he aborted the take-off," Stanard said. Because take-off was terminated abruptly, the aircraft slid off the southbound runway at about the halfway point, he said. Keith MacIsaac, Wheeling Fire Chief, said when the fire department arrived, the aircraft was nosedown in the grass beside the runway. Dennis Rouleau, airport manager, said the aircraft had damage to the nose and both engines. The 1974 Merlin SA-226T twin-engine propeller aircraft manufactured by Swearingen is registered to a Gamble Aviation LLC in Shreveport.

London, Apr 14 — Swearingen SA-226T N125WG slid off the runway at Chicago Executive Airport, Illinois, at 1615, Apr 11, while taking off for a flight to Shreveport, Louisiana. The aircraft sustained minor damage. The five persons on board were not injured.

ACCIDENT, KARACHI INTERNATIONAL AIRPORT, PAKISTAN

Karachi, Apr 14 — Pakistan International Airlines (PIA) said this afternoon that two of its Boeings hit each other at Karachi International Airport today. It said Flight PK-366, due to fly to Islamabad, was delayed after its wing hit the tail of another Boeing 777-300 while it was being pushed back to take-off. The tail of the other Boeing sustained minor damage and the aircraft was towed to a hanger for repair. The repair work would be completed today, a PIA spokesman said. The other Boeing, however, took off for Islamabad after some delay. Meanwhile, the PIA management has ordered an inquiry into the incident. — Lloyd's List Correspondent.

AIRCRAFT HIJACKED, ANKARA, TURKEY

London, Apr 13 — Boeing 737-800, operated by Pegasus Airlines, TC-APU, bound Istanbul, a male passenger announced he had a bomb and initially said he wanted the aircraft diverted to the Ankara. He later demanded to be flown to Tehran, Iran. The pilots landed at Ankara and the man gave himself up about 40 minutes later.

AIRCRAFT HIT BY TURBULENCE ON A FLIGHT FROM OKINAWA TO TOKYO

London, Apr 17 — An All Nippon Airways aircraft flying above the sea off Shizuoka Prefecture was hit by air turbulence yesterday, leaving one passenger and six crew members slightly injured, ANA officials said. The Boeing 777, en route from Naha airport in Okinawa to Tokyo's Haneda airport with 410 passengers and crew members on board, was hit by turbulence at around 1650 hrs they said. A female passenger, 25, sprained her ankle and the six crew members sustained bruises on their backs and legs, they said.

CRASH INTO SEA OFF NASSAU, BAHAMAS

London, Apr 12 — Piper PA-46-310P (Malibu) N444JH crashed into the sea off Nassau, Bahamas, at 2104, Apr 10, while on a flight from Nassau to Fort Lauderdale, Florida. The aircraft was destroyed. The two persons on board were killed.

CRASH, HOWELL TOWNSHIP, NEW JERSEY, UNITED STATES

London, Apr 14 — A press report, dated Apr 13, states: The initial examination of the fatal Mar 28 crash of a Piper PA-28-151 (Cherokee Warrior) (N33521) has revealed no obvious problems with the aircraft's engine or fuselage, according to a preliminary report issued this week by the National Transportation Safety Board. It is still unclear exactly what caused the aircraft to crash only a few hundred yards away from a row of houses in Howell's large Parkside development. NTSB spokesmen were careful to point out that they had not ruled out mechanical failure as the cause of the crash and had not arrived at even a preliminary cause for the crash. The NTSB's examination of the wreckage found no defects with the aircraft's crankshaft, camshaft and valve train. The oil filter contained oil and was free of metallic contamination, and the engine's sparkplugs were intact and working, according to the agency's preliminary report, which was released yesterday. NTSB investigator Bob Gretz said the agency was waiting to review radar data, tapes of the communication between the pilot and air traffic control, and autopsy and toxicology results. "It's the man, the machine and the environment," Gretz said. "We're still looking into the pilot, and we're still looking into the environment, but nothing has jumped out at us yet as to the cause." The aircraft crashed without warning at

around 2010 hrs. The pilot had mentioned nothing about having trouble with his aircraft in his final radio transmission with an air traffic controller who was attempting to assist him with a landing at Monmouth Executive Airport in Wall, according to the NTSB report. That last transmission was routine and uneventful, Gretz said. The controller saw the aircraft on the radar, and the pilot told the controller at 2002 hrs that he could see the airport. The pilot should have then communicated with Monmouth Executive Airport, but NTSB investigators are still unsure whether that happened. The NTSB report stated that investigators had found "all major components of the aircraft at the scene," all within a 150-foot debris path.

CRASH, LAKELAND AREA, FLORIDA, UNITED STATES

London, Apr 17 — A press report, dated Apr 16, states: At least one person was killed this afternoon when a small aircraft crashed near Lakeland Linder Regional Airport, authorities said. The airport, located about halfway between Orlando and Tampa, is hosting an annual air show starting tomorrow, but there was no word on whether the aircraft that crashed was connected to it. The crash occurred just east of the airport, Polk County sheriff's spokeswoman Donna Wood said. The agency's investigators reported that one person was dead at the scene of the crash, Wood said.

London, Apr 19 — Terrair Express N456TS crashed near Lakeland, Florida, at 1814, Apr 16. The aircraft was destroyed. The two persons on board were killed.

CRASH, LOCKHART RIVER, QUEENSLAND, AUSTRALIA

London, Apr 19 — A press report, dated today, states: Australia's safety investigator will not pursue the prosecution of a Brisbane-based airline responsible for one of the nation's worst air disasters. The Australian Transport Safety Bureau has refused to continue investigating some of the breaches levelled at TransAir after a Fairchild Metroliner aircraft (VH-TFU) crashed at Lockhart River in 2005 and killed 15 people. The breaches were minor and did not justify the resources, the ATSB said. The Commonwealth Director of Public Prosecution also confirmed it would not charge the airline for repeatedly failing to report safety incidents as the statute of limitations had been reached. The victims' families will not know if anyone will be charged over the crash until State Coroner Michael Barnes concludes his inquest and findings later this year. In a statement, the Commonwealth Director of Public Prosecutions said it provided ATSB with legal advice about time limits for prosecutions against individuals and companies. "The CDPP also provided advice on what should be addressed in a brief of evidence should the ATSB refer any matter for prosecution," the statement said. "Some prosecution action was precluded

because time limits had expired when they were raised with the CDPP. None of these incidents related to the Lockhart River accident of May 7, 2005. The CDPP has subsequently been informed by the ATSB that it has decided that it will not be seeking to pursue a prosecution of the remaining matters." The ATSB last year said it would refer TransAir, which is no longer operational, to prosecutors. The airline was accused of failing to report aviation safety occurrences to the ATSB, which is required by legislation. The unreported occurrences included seven immediately reportable matters that happened between July, 2003, up to the accident. They included a gear failure on departure from Bamaga, a cabin pressure warning near Cairns, a burning smell out of Inverell, and a problem with wing flaps leading to a flapless take-off and associated flight issues on the way from Gunnedah to Sydney. Under the Transport Safety Investigation Act 2003 and Regulations, those types of incidents have to be reported immediately.

CRASH, NANTWICH AREA, CHESHIRE, UNITED KINGDOM

London, Apr 19 — A press report, dated Apr 18, states: A pilot has died after his light aircraft crashed in a Cheshire cornfield. The man aged 50, from Wilmslow, was alone in the two-seater Aero Designs Pulsar aircraft when it crashed in the field near Nantwich at about 1643 yesterday. An investigation has been launched by the Air Accident Investigation Branch of the Department of Transport to determine what caused the accident. Police were called by members of the public who saw the aircraft come down. It's unclear if the pilot was able to make a mayday call. A spokesman for Cheshire police said: "Emergency services attended the scene to find a two-seater light aircraft had crashed into a cornfield. "The male pilot, the sole occupant, received fatal injuries." The scene remained cordoned off early today to allow an investigation to take place. A spokeswoman for the Department of Transport said: "We have two investigators at the scene and inquiries are ongoing."

CRASH, OSWEGO COUNTY AIRPORT, NEW YORK, UNITED STATES

London, Apr 15 — A press report, dated Apr 14, states: Two people died today after a small aircraft crashed after take-off from the Oswego County Airport. The pilot and his passenger were both killed instantly. They were taking the test flight of a home built Lansing Legacy aircraft. Officials say some family members were taping the test flight. The investigation is early but officials say the aircraft likely crashed because of a mechanical error. There was no fire. The aircraft crashed behind a home but nobody else was injured. The Federal Aviation Administration is still on scene investigating the crash.

London, Apr 18 — Lancair Legacy RG N45FR crashed on take-off from

Oswego Airport, New York at 1830, Apr 14. The aircraft was destroyed. The two persons on board were killed.

CRASH, PAGE AREA, ARIZONA, UNITED STATES

London, Apr 12 — Cessna 172N (Skyhawk) N6267D crashed near Page, Arizona, at 0001, Apr 10, while on a flight from Page to Las Vegas, Nevada. The aircraft was destroyed. The two persons on board were killed.

CRASH, PAU-PYRENEES AIRPORT, FRANCE

London, Apr 19 — The French BEA published their preliminary findings regarding the January accident of a Fokker 100 at Pau, France. The aircraft banked left and right immediately after takeoff, forcing the crew to abort the takeoff. The F100 hit a truck and ended up in a field. It was first suggested by the DGAC that the aircraft had hit birds, but no traces of birds were found in the engines. Both engines functioned properly.

CRASH, ROCKBRIDGE AREA, MISSOURI, UNITED STATES

London, Apr 19 — Piper PA-22-108 (Tri-Pacer) N4712Z crashed near Rockbridge, Missouri, at 2200, Apr 16, while on a flight from Gaston, Arizona, to Mountain Grove, MO. The aircraft sustained substantial damage. The one person on board was killed.

CRASH, SARANAC LAKE AREA, NEW YORK, UNITED STATES

London, Apr 19 — A press report, dated Apr 18, states: One person was killed when a twin engine Beechcraft Baron 55 crashed at the Adirondack Regional Airport in Lake Clear, just outside the village of Saranac Lake, NY. The aircraft is registered to Intermountain Incorporated of Saranac Lake. It crashed in a wooded area beyond the runway shortly after take-off. Adirondack Regional Airport Manager Christopher Kreig witnessed the crash just after 1300 hrs and called 911. "There was a limited search and rescue to get to the aircraft and that was conducted in conjunction with airport personnel, local firefighters, the local Saranac Lake volunteer fire department, and the DEC was called on scene as a precautionary measure," said Kreig. The FAA is investigating the cause of the crash.

CRASH, SARASOTA, FLORIDA, UNITED STATES

London, Apr 13 — Two people were on the small aircraft that crashed in Manatee County, but their condition is not yet known. A Federal Aviation Administration spokeswoman says the single-engine aircraft crashed about a half mile off the end of a runway at the Sarasota/Bradenton International Airport. Kathleen Bergen says the aircraft hit some power lines in the crash, causing power problems at the airport. But she says the airport is working on backup generators. No further information has been released. The Manatee County Sheriff's Office could not be immediately reached for comment.

London, Apr 14 — A press report, dated Apr 13, states: Two people escaped with their lives after an aircraft crash in Manatee County, Florida. According to witnesses, the small aircraft was taking off from Sarasota-Bradenton International Airport late this morning but could not seem to gain enough altitude. It clipped some power lines and crashed at Tallevast Road and 15th Street, just east of the airport. A witness ran up to the aircraft and saved 75-year-old Novell Dawson, who was stuck in the passenger seat. The pilot, 46-year-old Mark Steicht, got out by himself. He told rescue crews the aircraft just cut out. Witnesses said flames broke out 15 seconds after people got away from the aircraft. The burned shell was left sitting next to the road, surrounded by wires that it had knocked loose on its way to the ground. A third person on the ground suffered smoke inhalation and required treatment. The National Transportation Safety Board is investigating.

CRASH, SEDONA, ARIZONA, UNITED STATES

London, Apr 16 — A press report, dated today, states: Three people died in an aircraft crash in Sedona on Sunday afternoon (Apr 15) after leaving the La Cholla Airpark north-west of Tucson, officials said. The aircraft, a single-engine Beechcraft BE-35, left La Cholla Airpark Sunday morning, said Diana Joubert, a Federal Aviation Administration spokeswoman. Joubert said she did not know whether the aircraft was passing through La Cholla Airpark or if that is where the flight originated. The crash occurred around 1220 as the pilot was trying to land in high-wind conditions at the Sedona Airport, said Mack McCall, the airport administrator. The wind may have been a factor, he said. Initial information was sketchy Sunday night, but it appeared that the aircraft crashed into the side of a mountain while trying to reach the mesa where the runway is located, he said. The aircraft caught fire, igniting nearby brush. The aircraft was destroyed except for its tail and wing tips, McCall said. The Sedona Police Department is helping to investigate the crash.

London, Apr 18 — Beechcraft Bonanza B35 N9556Y crashed near Sedona, Arizona, at 1900, Apr 15, while on a flight from Tucson, AZ, to Sedona. The aircraft was destroyed. The three persons on board were killed.

CRASH, VIBURNUM AREA, MISSOURI, UNITED STATES

London, Apr 15 — A press report, dated Apr 14, states: A Piper Cherokee that departed from Jefferson City today crashed in south-east Missouri and killed all four passengers. The aircraft was headed for Muscle Shoals, Alabama, when it left Jefferson City. Kansas City Air Traffic Control lost radar contact with the aircraft this morning. The aircraft went down in a heavily wooded area of south-east

Missouri just north-east of Viburnum in the Mark Twain National Forest. Missouri Highway Patrol initially responded to the crash in the south-west corner of Washington County but were unable to find the aircraft at first. A search helicopter eventually spotted the crash site late this afternoon. Highway Patrol officials say a witness reported seeing parts of the aircraft falling from the sky in Iron County. According to the FAA aircraft registry, the aircraft is owned by Ida County Flyers based out of Battle Creek, Iowa.

London, Apr 18 — Piper PA-28-180 (Cherokee) N8969J crashed west of Farmington, Missouri, Apr 14, while on a flight from Jefferson City, MO, to Muscle Shoals, Alabama. The aircraft was destroyed. The three persons on board were killed.

EMERGENCY LANDING, COLOMBO, SRI LANKA

London, Apr 12 — A London-bound Sri Lankan Airlines aircraft with 265 people on board made an emergency landing at Colombo today following a “technical” problem, airport officials said. Airbus A-340 aircraft carrying 250 passengers and 15 crew turned back and made the emergency landing three hours after take-off this morning from the Bandarnaike International Airport north of the capital Colombo, the officials said, adding that there was some “technical” problem. “The pilots reported that there was vibration and they wanted to check it out without flying any further,” an airport official said. The flight has been rescheduled for departure later in the day and passengers were lodged in a nearby hotel, the official added.

EMERGENCY LANDING, DJURGARDEN, SWEDEN

London, Apr 12 — Four people were injured today when a small aircraft made an emergency landing on the outskirts of the Swedish capital Stockholm, news reports said. The pilot of the four-seat Piper Cherokee reported engine problems and made an emergency landing on the island of Djurgarden not far from downtown Stockholm, an emergency services spokesman told the online edition of tabloid Expressen. Police said at least one of the four sustained more serious injuries.

EMERGENCY LANDING, ISTANBUL AIRPORT, TURKEY

London, Apr 16 — A flight between the Turkish city of Antalya and Dusseldorf in Germany was forced to make an emergency landing at Istanbul airport yesterday due to a damaged instrument panel, cites media’s report. The Turkish airline Best Air’s flight was carrying 210 passengers between southern Turkey and eastern Germany when its autopilot gauge broke down, forcing the aircraft to land in Istanbul. Fire fighters and ambulances were waiting for the Airbus 321 aircraft, the Anatolia news agency reported, adding that no one was injured in the incident.

EMERGENCY LANDING, JUNEAU INTERNATIONAL AIRPORT, UNITED STATES

London, Apr 17 — An Alaska Airlines jet with an electrical problem made an emergency landing at Juneau International Airport Friday (Apr 13) evening. The jet, with 153 passengers on board, landed without incident using back-up electrical power at about 1920 hrs. The emergency landing generated a response from Capital City Fire Rescue with two Aircraft Rescue and Fire Fighting Vehicles (ARFF), two engines, three ambulances and about 35 personnel.

EMERGENCY LANDING, KARACHI INTERNATIONAL AIRPORT, PAKISTAN

Karachi, Apr 17 — An Airbus of Pakistan International Airlines (PIA) has made an emergency landing at Karachi International Airport this morning due to technical fault in flight control system. All passengers and cabin crew remained safe. Airport sources told media that PIA flight No. PK-340 took off for Faisalabad from Karachi in the morning and after some time the pilot felt some disturbance in flight control system and requested for landing permission. The aircraft returned and had an emergency landing in which eight tyres of the aircraft were damaged. An official of state owned airline PIA later confirmed and said the aircraft was put in order after necessary check up and repair. — Lloyd’s List Correspondent.

EMERGENCY LANDING, LAHORE INTERNATIONAL AIRPORT, PAKISTAN

Karachi, Apr 14 — A Boeing 737 of Shaheen Air International (Karachi) with undisclosed number of passengers made an emergency landing at Lahore International Airport yesterday afternoon. According to local private TV channel, the Boeing 737 took off 1430 hrs for Quetta from Lahore but had to return airport after 90 minutes of air journey due to low oxygen pressure that caused four passengers to faint. — Lloyd’s List Correspondent.

EMERGENCY LANDING, MURTALA MUHAMMED AIRPORT, LAGOS, NIGERIA

London, Apr 17 — A South African cargo aircraft with registration number, B-MKL landed on its belly, weekend, at the Murtala Muhammed Airport, Lagos. The aircraft was said to have lost its two tyres, while preparing to land. Pilot of the aircraft allegedly contacted the control tower, which contacted other relevant agencies to prepare for crash landing. The aircraft landed at about 1825 hrs on its belly, damaging a part of the runway 18 right of the international wing of the airport, which led to the temporary closure of the runway for repairs.

EMERGENCY LANDING, OMSK, SIBERIA, RUSSIA

London, Apr 16 — A passenger Boeing 737 that was en route from Tomsk to Moscow made an emergency landing at

the airport of Omsk early today. A spokesman at the Tomsk regional emergencies ministry said that the “landing was safe, and there are no victims”. There were 103 passengers, including three children, on board the aircraft that is registered to Krasnoyarsk Airlines. Administrators of the Omsk airport told ITAR-TASS that the cause of the emergency landing was a malfunction in the aircraft’s power system.

EMERGENCY LANDING, THUNDER BAY, ONTARIO, CANADA

London, Apr 16 — On Apr 13, C-GJKS, a commercial Beech King Air 100 operating as HMR 102, had departed Thunder Bay for Opapamiskan. While climbing through 8,000 feet, the crew heard a compressor stall and noted an overtemperature condition on the right engine (Pratt & Whitney PT6A-28). The crew shut down the engine, declared an emergency and returned for a landing at Thunder Bay. A subsequent engine inspection revealed a failed turbine wheel. The aircraft is out of service until engine repairs are complete.

FLIGHT DELAYED, HONOLULU, HAWAII, UNITED STATES

London, Apr 15 — A press report, dated today, states: Jetstar’s image as a reputable international carrier is in tatters after the airline stranded almost 300 Australian holidaymakers at a Hawaiian airport for two days. Two aircraft loads of passengers were still in Honolulu late last night, furious at Jetstar’s botched attempts to get them home after a problem with the fuel gauge of one of the airline’s four Airbus A330 aircraft. The aircraft was to have left Honolulu for Sydney early on Friday (Apr 13). It was scheduled to return to Honolulu yesterday to pick up another load of passengers bound for Melbourne. Instead, the aircraft has not left the ground for two days, leaving the holiday passengers fuming. Rather than organising a replacement aircraft, Jetstar tried to fix problems first described to passengers as a “frayed seat belt” and then later upgraded to a “fuel-system problem.” Melbourne passenger Braham Shnider was furious that Jetstar representatives had failed to speak to the stranded tourists. Last night, Jetstar said it had fixed the problem and passengers would arrive back in Australia today. Jetstar also confirmed it had contracted out its Hawaii ground handling to a local agent. A spokeswoman said the problem was complicated and time-consuming because Qantas engineers had to drain and refill about 13,000 litres of fuel to test whether the gauge was working. The airline had been unable to charter another aircraft or find any seats for the stranded passengers, she said.

London, Apr 15 — A press report, dated today, states: Some of the 300 Australians stranded at Honolulu airport when Jetstar flights broke down have returned to Australia and the others are on their way. Some passengers flew into Melbourne this

morning after two days of botched attempts by Jetstar to get them home from the Hawaiian island. A second Jetstar flight was on schedule to land with the remaining passengers in Sydney this afternoon, Jetstar spokesman Simon Westaway said. The trouble for around 100 passengers began on Friday (Apr 13) morning when their Jetstar flight was cancelled after an electronics issue prevented the plane leaving Australia to get them in Honolulu. Those passengers were moved to a Saturday morning flight but the problems worsened when the Airbus A330 scheduled to take them - and another 200 passengers - was grounded. Mr Westaway said the aircraft was grounded because of a fault detected in the aircraft's fuel gauge. Passengers were returning to Australia today on two separate Jetstar flights and an Air Canada flight, he said.

INCIDENT AT CHARLES DE GAUL AIRPORT, FRANCE

London, Apr 14 — A press report, dated Apr 13, states: An El Al flight from Paris to Tel Aviv was delayed this afternoon due to an accident on the runway at Charles de Gaul Airport. An initial investigation revealed that the Boeing 747 crashed into a vehicle standing on the runway. There were no reports of injuries. Flight number 324 was scheduled to leave Paris at around 1300 hrs with 350 passengers. After the aircraft hit a vehicle on the ground, the pilot aborted the take-off and all passengers were evacuated from the aircraft. El Al technicians examined the extent of the damage caused to the aircraft. An El Al official said in response: "While the aircraft was being towed ahead of take off, the aircraft's engine was hit by the towing vehicle. We are now trying to evaluate the damage caused to the engine." According to initial reports, the towing vehicle arrived in order to lead the aircraft ahead of take off. According to the passengers, one of the wings hit a tractor which was on the road on the way to the runway.

INCIDENT AT CHERRY CAPITAL AIRPORT, MICHIGAN, UNITED STATES

London, Apr 12 — A press report, dated today, states: An aircraft making a landing in a snowstorm with 49 people on board skidded off the runway at Cherry Capital Airport early today, an airline spokesman said. A spring snowstorm that hit the upper Midwest grounded hundreds of airline flights and caused car crashes on icy roads yesterday. Snow continued this morning in much of the Upper Peninsula and parts of the Lower Peninsula, including Traverse City. No injuries were reported after the Pinnacle Airlines jet, en route to Traverse City from Minneapolis, slid about 50 feet off the runway, Pinnacle spokesman Phil Reed said. Reed said crew members reported the regional aircraft didn't have any braking action when it landed at about 1245 hrs. The aircraft remained upright and 46

passengers and three crew members were taken to the terminal, Reed said. At dawn today, the aircraft remained in place in a muddy area off the runway, Reed said. Damage to the aircraft did not appear to be extensive, Federal Aviation Administration spokeswoman Elizabeth Isham Cory said. No further information on the accident was available, and Reed did not know the condition of the aircraft's landing gear or if weather conditions played a role in the accident. Reed said the airline would co-operate with the FAA and the National Transportation Safety Board as they investigate.

London, Apr 14 — Bombardier Challenger 600-2B19 N8905F, operated by Pinnacle Airlines, slid off the runway on landing at Traverse City, Michigan, at 0450, Apr 12, following a flight from Minneapolis, Minnesota. The aircraft sustained substantial damage. None of the 46 passengers and three crew on board were injured.



AUSTRALIA

London, Apr 12 — The infrastructure log jam at Newcastle's port, which has left 71 vessels waiting offshore to load coal, yesterday cost the jobs of almost one-third of the workforce at the mine, which has been forced to cut back production. The mine had been back in operation since only 2005 after being resurrected and rebadged as Austar by its new Chinese government owners. Unable to get all of its planned production out to ships because of a lack of rail and port capacity, Austar has been forced to cut back from being a seven-days-a-week operation to operating five days a week, effectively losing about \$35million worth of coal exports a year. And it is likely to stay that way for two years until the port and rail systems catch up. It means NSW will also be missing out on about \$2million a year in royalties. "It is very disappointing and frustrating, because we've had significant overseas investment, and we have put in new technology, only to find we are now stifled by not having enough infrastructure to get our coal out," mine manager Greig Duncan said.

BANGLADESH

London, Apr 13 — The marine traffic at the outer anchorage of the Chittagong Port has decreased recently following expeditious cargo handling at the port. Earlier, the number of waiting vessels at the outer anchorage used to create congestion there resulting in increased turn-around time of vessels at the port. "It is surprising that no vessel was found waiting at the outer anchorage in the last two or three days," said Enamul Karim, Assistant terminal manager of the Chittagong Port. At least 12-14 feeder vessels used to wait at the outer anchorage before.

The number of such waiting vessels rose to 22-23 during the political unrest in October last year. In the meantime, the number of feeder vessels plying to and from the Chittagong port also rose to 60 from 54. Port insiders said the world's leading shipping lines are showing their interest in the Chittagong port mainly due to reduced turnaround time at the port recently. They said the turnaround time, especially at the Chittagong Container Terminal (CCT) of the port has reduced sharply. The turnaround time at the port now stands below nine days in March this year. Port insiders hinted that the turnaround time of feeder vessels at the port will fall further in April. The situation improved dramatically at the country's premier port due to the steps taken by the joint forces. The steps that helped ease the vessels congestion at the port are introduction of private management at the CCT, crackdown on the corrupt leaders of collective bargaining agents by the joint forces, raising penal rents on the empty containers, weekly monitoring meeting and so on. Currently, vessels numbering two or three wait at the outer anchorage, port officials said. "Now the vessels wait at the outer anchorage not for lack of space at the jetties. Rather, the vessels wait mainly for the tide as vessels enter and depart the jetties during the high tide only," said one official at the radio control of Chittagong port. There are currently three vessels waiting at the outer anchorage.

Karachi, Apr 17 — The Bangladesh government has increased the container storage charge at the Chittagong Port by a range between 300 and 1100 per cent to free the country's prime seaport from chronic congestion. Shipping ministry told local media that Finance adviser Mirza Azizul Islam approved the increases in storage charge of container on Apr 12 but it will not affect the importers, who take delivery of their consignments during four days from the unloading of containers from ship. Officials pointed out that the storage charges outside port is much higher than in the port jetty, hence a section of traders use port jetty as their warehouses ignoring the authorities' call for releasing consignments. As a result, ports face frequent congestion of containers, which delays the port services and hampers both export-import trades, they said. — Lloyd's List Correspondent.

ISRAEL

London, Apr 18 — Israeli shippers have declared the recent ports reform a failure after delays at the piers stalled dozens of vessels in the waters outside Ashdod Port and Haifa Port for more than a week. Israeli shippers dub ports reform a failure. In a meeting with the Israel Shippers Council on Monday (Apr 16), heads of shipping companies conveyed their dissatisfaction with the government's lack of response to the port's inefficiency and resulting backlog of arriving vessels. They called the

ports reform a failure and expressed surprise that the government ministries involved with the ports reform did not intervene and remedy the situation. The Israel Shippers Council have officially called on the government for immediate action. The council's president Reuven Zuk pointed out that much damage is being caused to shipping companies. The estimated cost is over \$500,000 per day, which shippers pass on to importers and exporters, which in turn affects the overall economy. In response, Ashdod Port has said that figures for 2006 indicate that the port had met and exceeded the Ministry of Transport's expectations for container handling volume. The current situation has been

blamed on unexpected heavy traffic, and Ashdod port officials are confident that more employees will join the port's operations network and make cargo handling more efficient.

PANAMA CANAL

London, Apr 17 — Locks lane outage Apr 18 - Apr 20 and Panama Canal Transit Reservation System. The traffic conditions may deteriorate during this period. Projected queue as of 2400, Apr 15 is 34 vessels. Current average delays (today and tomorrow's traffic) as follows: Panamax: Northbound: 0-1 day Southbound: 0-1 day Regulars/unrestricted vessels: Northbound: 0-1 days Southbound: 1 day.

SOMALIA

London, Apr 17 — Traders in the port city of Mogadishu say they have begun importing and exporting through the harbour, in a sign that stability may be slowly returning to the troubled city. The traders' association have initiated talks with the interim government over tax issues, of which the Somali interim government and the traders have remained at odds in recent weeks. The government initially imposed harsh taxes on commodities being imported and exported through Mogadishu's seaport but this has since been partly relaxed. As a result of the dispute traders protested by halting the importation of foodstuffs for a month, demanding that government reduced the taxes.

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
Australia		
Abbot Point	23-April-2007	Coal: 4 vessel berthed and waiting; 9 vessels due by 20/5.
Brisbane	23-April-2007	Coal: Fisherman Island coal berth: 7 vessels due by 25/5.
Dalrymple Bay	23-April-2007	Coal: DBCT berth 1: 1 vessel berthed and loading, 7 waiting; DBCT berth 2: 1 vessel berthed and loading, 7 waiting; berth closed for routine maintenance; DBCT berth 3: berth closed for routine maintenance; other vessels not scheduled: 31 vessels waiting; 33 vessels due by 11/5..
Dampier	23-April-2007	Iron ore: Parker Point berth 1: 1 vessel berthed and loading, 3 waiting; 7 vessels due by 9/5; Parker Point berth 2: 1 vessel berthed and loading, 1 waiting; 4 vessels due by 1/5; Parker Point berth 3: 1 vessel waiting; East Intercourse Island: 1 vessel berthed and loading, 4 waiting; 4 vessels due by 5/5; maintenance shutdown from 25-27/4..
Esperance	23-April-2007	Iron ore: 1 vessel berthed and waiting; 2 vessels due by 25/5.
Geraldton	23-April-2007	Iron ore: 1 vessel berthed, 1 anchored; 3 vessels due by 12/5; regular maintenance shutdowns are expected at berth No. 4 during construction of new iron ore berth 5. No severe congestion for Berth 4 at present.
Gladstone	23-April-2007	Coal: R.G. Tanna (Clinton) coal terminal: 3 vessels berthed, 12 waiting; 41 vessels due by 25/6; shiploader 2 will be shut down for scheduled maintenance from 15-22/5; Barney Point: 1 vessel berthed; 11 vessels due by 20/5.
Hay Point	23-April-2007	Coal: Berth 1: 1 vessel berthed and loading, 9 waiting; Berth 2: 1 vessel berthed and loading, 4 waiting; 2 vessels due by 23/4; 1 other vessel waiting, not yet scheduled and 5 vessels due by 2/5, not yet scheduled.
Newcastle	23-April-2007	Coal: Kooragang 4, 5 and 6: 3 vessels berthed and loading, 47 waiting; 34 vessels due by 13/5; 21-28 days delay expected due to berth congestion and cargo availability; approx. 48 vessels off port awaiting berths; Dykes 4+5: 2 vessels berthed and loading, 24 waiting; 21 vessels due by 11/5; 21-28 days delay expected due to berth congestion and cargo availability; 24 vessels off port awaiting coal.
Port Hedland	23-April-2007	Iron ore: BHP Iron Ore Pty. Ltd., Mt. Newman (Nelson Point), "A" berth: 1 vessel berthed and finished loading, 6 waiting; 2 vessels due by 24/4; "B" berth: 1 vessel berthed and finished loading, 6 waiting; 3 vessels due by 25/4; 3 other vessels due by 13/5, no e.t.a. received; BHP Iron Ore Pty. Ltd., Goldsworthy (Finucane Island) "C" berth: berth undergoing refurbishment and closed until further notice; Goldsworthy (Finucane Island) "D" berth: 1 vessel berthed and loading, 4 waiting; 2 vessels due by 1/5;
Port Kembla	23-April-2007	Coal: 1 vessel berthed and loading, 3 anchored; 13 vessels due by 29/5.
Whyalla	23-April-2007	Iron ore: 3 vessels due by 29/5; 2 vessels due by 9/5 for transshipping..
Azerbaijan		
Apsheron	20-April-2007	Oil products: Dubendi terminal: 1 vessel berthed discharging crude oil; 1 vessel due 20/4 to discharge jet fuel.
Baku	20-April-2007	Oil products: Bay of Baku: no vessels; AzerTrans terminal - Nobel avenue: no vessels; Sangachal district: no vessels.
Egypt		
Adabiya	23-Apr-2007	Three vessels berthed (loading/discharging), all general cargo. .
Alexandria	23-Apr-2007	Thirty-five vessels berthed (loading/discharging), of which 25 general cargo, 2 bulk carriers, 2 tankers, 5 container vessels, 1 passenger vessel; 16 vessels at outer anchorage, 28 at inner anchorage.
Damietta	23-Apr-2007	Thirty-seven vessels berthed (loading/discharging), of which 28 general cargo, 2 bulk carriers, 1 tanker, 6 container vessels; 22 vessels at outer anchorage, 1 at inner anchorage.
Dekheila	23-Apr-2007	Fifteen vessels berthed (loading/discharging), of which 3 general cargo, 6 bulk carriers, 1 tanker, 5 container vessels; 16 vessels at outer anchorage..
Port Said	23-Apr-2007	Five vessels berthed (loading/discharging), of which 4 general cargo, 1 container vessel.
Suez	23-Apr-2007	Nine vessels berthed (loading/discharging), of which 5 general cargo, 4 passenger vessels; 2 tugs, 2 vessels dry-docked.
Suez Canal	23-Apr-2007	Twenty-five vessels transiting Northbound, 22 Southbound.
India		
Kolkata	23-Apr-2007	3 vessels operating at berth discharging (Containers, RORO, Furance Oil); 3 vessels under repair; 1 vessel under dry docked; 1 vessel for sailing.
Haldia	23-Apr-2007	14 vessels operating at berth of which 4 vessels loading (Iron Ore, Steel, Bitumen, Thermal Coal), 8 vessels discharging (Coking Coal-2, Crude-2, Met Coke-2, Ammonia Coal, MOP), 2 vessels loading and discharging Containers; 4 vessels awaiting berth at anchorage (3 to discharge, 1 to load and discharge), 2 vessels waiting berth at anchorage (2 to discharge, 1 to load); 6 vessels due (Crude, POL-2, Iron Ore, Meg, Containers).

Port Conditions

Paradip	23-Apr-2007	12 vessels operating at berth of which 5 vessels loading (High Speed Diesel, Iron Ore-2, Pig Iron-2), 6 vessels discharging (Lime Coke, Coking Coal, Project Cargo, RPC, MOP, Rock Phosphate), 1 vessel loading and discharging Containers; 5 vessels awaiting berth at anchorage (4 to discharge, 1 to load), 6 vessels waiting berth at anchorage to load; 19 vessels due.
Visakhapatnam	23-Apr-2007	17 vessels operating at berth of which 8 vessels loading (Iron Ore-2, Steel Cargo-2, Product Tanker, Food Grains, Thermal Coal), 8 vessels discharging (Coking Coal, Steam Coal-2, MOP, Alumina, Pet Coke, Caustic Soda, Sulphur), 1 vessel loading and discharging Containers; 6 vessels not ready to work and waiting at anchorage (4 to discharge, 2 to load); 1 vessel under arrest; 2 vessels under others reasons; 40 vessels due (Iron Ore-9, Steel Cargo-2, Alumina, BF Slag, POL Products-6, L. Ammonia, Rock Phosphate, Coking Coal-6, Styrene Monomer-2, Steam Coal, Containers-2, Met Coke-2, Pet Coke, General Cargo, Steel Pipes, Crude & POL Products-3).
Chennai	23-Apr-2007	17 vessels operating at berth of which 3 vessels loading (Bary, IOL-2), 7 vessels discharging (Log, HR Coil, C.P. Oil, Met Coke, Steam Coal-2, High Speed Diesel), 7 vessels loading and discharging (Containers-4, General Cargo, Project/Steel Coil/Granite Block, Steel Plate/Steel Pipes/Project/Steel); 1 vessel awaiting berth at anchorage to discharge, 6 vessels not ready to work and waiting at anchorage (4 to discharge, 2 to load); 3 vessels due (Project Fin/B. Oil, Containers, Trucks/ Cars).
Tuticorin	23-Apr-2007	5 vessels operating at berth of which 2 vessels loading General Cargo, 3 vessels discharging (Thermal Coal-2, LPG); 5 vessels not ready to work at anchorage to load, 1 vessel awaiting order at anchorage to discharge; 1 vessel under arrest.
Cochin	23-Apr-2007	4 vessels operating at berth discharging (High Speed Diesel, Naptha, Motor Sprit & Crude; 28 vessels due (Crude, Domestic Passenger-4, International Cruise, Containers-11, F. Boats-5, Rock Phosphate, Scrap, Coal, Methanol, POL, Defence).
New Mangalore	23-Apr-2007	6 vessels operating at berth of which 3 vessels loading (Iron Ore Fines, POL Product, Container), 3 vessels discharging (Fertilizer, Cr. Palm Oil, Coal); 5 vessels waiting berth at anchorage (2 to discharge, 3 to load); 12 vessels due (Iron Ore Fines-3, Pig Iron, Phosphoric Acid, Coal-2, LPG, POL Product-2, Fertilizer, Steel Plate).
Mormugao	23-Apr-2007	2 vessels operating at berth of which 1 vessel loading Iron Ore, 1 vessel discharging Met Coke; 5 vessels working at midstream loading Iron Ore; 1 vessel awaiting berth at anchorage to load, 1 vessel waiting at anchorage to load; 4 vessel under dry docked; 9 vessels due (MOP, Coking Coal-3, Soft Coking Coal, Iron Ore-4).
Mumbai	23-Apr-2007	16 vessels operating at berth of which 5 vessels loading (Steel/Lifts, Bagged Sugar-5), 9 vessels discharging (Bulk Sulphur, Steel Cargo/Roads-4, Bulk MOP, Teak Logs, POL), 2 vessels loading and discharging (Steel Cargo / Project Cargo/General Cargo); 3 vessels not ready to work at anchorage (2 to load, 1 to load and discharge), 1 vessel awaiting order at anchorage to discharge, 1 vessel waiting at anchorage to load; 14 vessels under repairs/dry docked; 6 vessels under arrest; 1 vessel under laid up (Berths not required for cargo operations); 37 vessels due (Containers-5, Oil, General Cargo-31).
J.N.P.T.	23-Apr-2007	11 vessels operating at berth of which 3 vessels discharging (Cement, Edible Oil, High Speed Diesel), 8 vessels loading and discharging Containers; 5 vessels (*) awaiting berth at anchorage to load and discharge; 4 vessels due (Containers).
Kandla	23-Apr-2007	12 vessels operating at berth of which 6 vessels loading (Agriculture Product-4, Cement, Rice), 4 vessels discharging (Iron Ore, MS, Chemical), 2 vessels loading and discharging Containers; 1 vessel working at midstream discharging Timber Logs; 2 vessels not ready to work at anchorage to load.
Ennore	23-Apr-2007	2 vessels operating at berth discharging Coal & POL; 1 vessel (MV Apj Sridevi) awaiting berth at anchorage to discharge; 2 vessels due (MV Dubai Knight (Iron Ore), MV Tamil Anna (Coal).
Kazakhstan		
Aktau	20-Apr-2007	Oil products: 1 vessel berthed loading crude oil; 9 vessels in roads, all to load unknown cargo; 5 vessels due by 21/4, all to load unknown cargoes..
Pakistan		
Karachi	23-Apr-2007	Five vessels loading at berth (1 clinker, 1 rice, 3 cement), 5 discharging at berth (1 crude oil, 1 DAP, 1 jute, 2 general cargo), 4 container vessels loading/discharging at berth; 5 vessels waiting at anchorage to load (2 containers, 3 cement), 3 waiting at anchorage to discharge (2 containers, 1 crude oil); 1 vessel under repairs/dry-docked, 1 awaiting orders; 6 vessels due (3 containers, 1 vehicles, 1 cement, 1 palm oil), with no berthing delays expected.
Port Qasim	23-Apr-2007	Two vessels discharging at berth (1 canola, 1 MEG); 5 vessels waiting at anchorage to load (3 containers, 2 rice), 7 waiting at anchorage to discharge (3 containers, 1 canola, 2 palm oil, 1 MSD).
Poland		
Gdansk	23-Apr-2007	Four vessels loading at berth (1 coal, 1 bulker, 2 general cargo), 3 vessels discharging at berth (1 bulker, 2 grain); 12 vessels under repairs/dry-docked; no vessels waiting at anchorage, none waiting in roads; 23 vessels due.
Gdynia	23-Apr-2007	Three vessels loading at berth (1 coal, 1 bulker, 1 grain), 2 general cargo vessels discharging at berth; 15 vessels under repairs/dry-docked; no vessels waiting at anchorage, none waiting in roads; 34 vessels due.

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Port Conditions

Slovenia

Koper	23-Apr-2007	Port working normally. Ten vessels berthed of which 1 tanker discharging liquid cargo, 2 car carriers discharging vehicles, 3 vessels loading general cargo/sawn timber, 1 bulk cargo, 2 discharging bulk cargo, 1 discharging/loading containers; 3 vessels waiting at anchorage of which 2 to load general cargo/sawn timber, 1 tanker to discharge liquid cargo; 20 vessels due over the next 2 days of which 5 to discharge/load containers, 1 tanker to discharge liquid cargo, 3 car carriers to discharge/load vehicles, 1 car carrier to discharge vehicles, 4 vessels to discharge bulk cargo, 1 to load bulk cargo, 4 to load general cargo/sawn timber, 1 to discharge general cargo.
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Spain

Bilbao	23-Apr-2007	Twenty-four vessels operating (9 tankers, 15 other vessels), of which 7 loading, 9 discharging, 8 loading/discharging.
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Sri Lanka

Colombo	23-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 at break bulk berths if there is container congestion. Conventional cargo vessels at BQ 1 and 2 are facing navigation delays. Fifteen vessels loading at berth (14 containers/feeders, 1 essential services), 22 discharging at berth (13 containers/feeders, 2 bulk cement, 3 bagged urea, 1 bulk palm oil, 1 bagged soya bean meal, 1 general cargo, 1 bulk wheat); 3 container/feeder vessels waiting at anchorage to discharge; 4 vessels dry-docked; 7 vessels due (5 containers/feeders, 1 Ro/Ro, 1 bulk cement), with no delays expected.
Trincomalee	23-Apr-2007	One vessel discharging at berth, 1 essential services vessel loading at berth; no vessels waiting.

Turkmenistan

Aladja	20-Apr-2007	Oil products: 1 vessel in roads to load crude oil.
Okarem	20-Apr-2007	Oil products: 1 vessel berthed, loading crude oil.
Turkmenbashi	20-Apr-2007	Oil products: 3 vessels berthed, 2 completed loading (1 gasoline, 1 fuel oil), 1 loading gasoil; 12 vessels in roads, all to load, of which 7 fuel oil, 1 gasoline, 2 unknown cargoes, 2 gasoil

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