

# Issue win development plan

Six of the Ukrainian crew were evacuated by the Stornoway lifeboat to hospital on Stornoway where their condition was described by V. Ships yesterday as being "unpleasant" but "not life threatening".

After a doctor and police officer boarded the vessel they reported that the ship was in good order and that, while all the crew had some symptoms, they were considered stable and not needing hospitalisation, the Maritime and Coastguard Agency said yesterday.

The Western Isles major incident response team had been alerted in case a full evacuation of the ship was necessary, the MCA said.

The 96,772 dwt bulkier was at anchor yesterday about three miles south of Stornoway harbour.

support and investments made by the Irish shipping sector and the vital role it plays in supporting our economic development," he said.

With a lead time of a number of years, we are aware of the shortage of capacity that exists and so we will be looking ahead with what will emerge from the ports strategy policy."

Dublin, whose capacity constraints the Irish Exporters Association predict will be the main obstacle to export growth for the next five years, plans to construct a new container and reefer terminal on a 21-hectare site

beside the Norse Merchant Ferries Terminal.

However, the plan which requires a foreshore licence from the Ministry, faces resistance from local residents.

Last month, Cork Port Company said it was seeking a foreshore licence for site investigations, to develop plans with an initial scheme to develop 500 m of quay for up to 250,000 reefer units, and 350,000 reefer units.

IRELAND'S sea-to-sea-warehoused ports capacity must be tackled through a coordinated development strategy, its Marine Minister has said.

Pit the Cape Gallagher said the Irish government would follow the ports policy statement made at the start of 2005 by engaging consultants to evaluate future needs.

The study, said Mr Gallagher, would focus on efficiencies within existing facilities and rank port development and reefer port projects that he could prioritise that he could submit to government. "The department appreciates the

state had control of the company there was no chance someone else could get the job.

Mr Terexhin, head of Unicorn Management Services, a subsidiary of Sovcomflot, Russia's largest shipping company, would replace Tagir Izmailov, who is to leave the post of general director at the extraordinary shareholder meeting.

The government announced earlier this year it would merge the two companies into one, a plan that Mr Izmailov fiercely resisted.

Novoship operates a fleet of 53 ships with total deadweight of 3.3m tons.

SOVCOMFLOT'S former top manager Sergei Terexhin may become general director of Novoship's second largest tanker company, reports *Lyuba Pronina in Moscow*.

The post is to be filled at next month's shareholder meeting.

"Terexhin will be put forward as the candidate from the government," deputy transport minister Alexander Misharin told reporters. "He is our sole candidate."

Mr Masharin, who is chairman of the Novoship board of directors, also indicated that since the

upgraded after consultation with clients.

As well as providing 1200 hrs ship position data and predictive information on the weather a ship can expect to encounter, the package offers a guide to anticipated delays due to weather, ETA and optimum routing advice, as well as charter party terms performance and optimum routing advice.

AWT Europe managing director Alan Webb said that software to access the routing service was available free of charge while the average per voyage cost of the service amounted to \$600 in the case of the Atlantic and \$800 in the north Pacific.

Further information at [www.weatherintfoming.com](http://www.weatherintfoming.com)

AFTER almost two years seeking market feedback Applied Weather Technology has launched an upgraded version of its weather-routing vessel performance porting service *Hzgr O'Matony*.

The California portal company, which has hitherto offered charterers a batched email routing information service for 1,000 vessels every month, has been transformed into an internet-based service.

Its former low resolution 2.5 deg data and graphics have also been replaced by high resolution 1 deg graphics and data display.

Accessed via client specific username and password, the system's interrogation capability has been markedly

substantial savings to members.

Stevenson: "I do not accept that I have written twice to you," Merrett: "You have not answered any of the questions."

Stevenson said this was because the hypothesis on which the questions were based was incorrect.

The argument evidently involves such matters as novation and reinsurance to close, and Merrett stalked away clearly dissatisfied.

Philippines for six months has been released.

Almad Resmyadi, kidnapped from a Malaysian-flagged tugboat in March, was released on Sunday according to local press reports.

The two other hostages freed by Philippines military in June. It is believed they were kidnapped by terrorists linked to the Abu Sayyaf group.

It is not clear if a ransom was paid for Mr Resmyadi's release.

Perben announced that the government had set itself the objective of doubling inland waterway traffic over the next 10 years, invoking the various advantages of this mode of transport over energy savings.

The owners' organisation Armateurs de France applauded but recalled in a communiqué that shipping shared the same environmental and fuel-saving advantages.

"Let us even take the minister's thinking further," it said in bantering tone, "since all rivers run into the sea. The association of these two complementary means, fluvio-maritime transport, is the most coherent possible. It is the best suited and most competitive tool for cargoes from and to the ports serving the future sea motorways or short sea shipping."

Doris Topsy Elvord, president of the Long Beach Board of Harbor Commissioners, is inviting maritime companies at large to start similar campaigns and call her office if they need guidance on how to do so.

**Still low-key**

FRENCH transport minister Dominique Perben has been fairly discreet on the shipping scene since he took office in the early June after the previous one's defeat in the referendum on the European Union constitution.

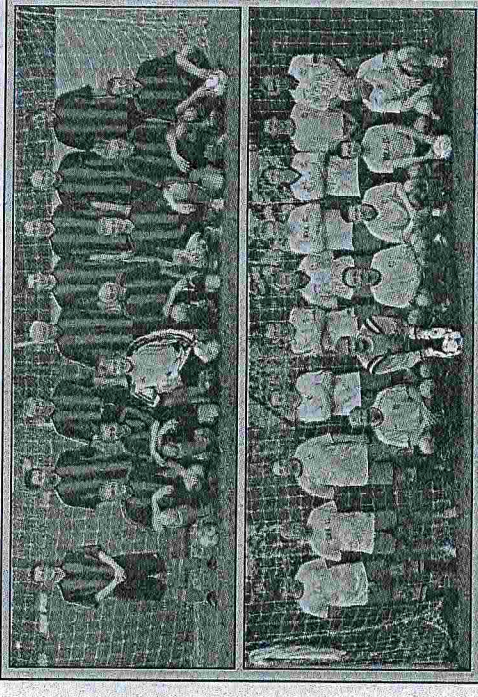
Too discreet, no doubt, for industry leaders, who would like to see him take up strong public positions in favour of short sea shipping, the new French international register and new tax concessions for ship financing.

So, when Perben decided last week to sing the praises of that juncture relation of shipping which is inland waterways, they decided the time had come to remind him of their existence.

ONLY sunny Californians, we hopeless Limeys ruefully (and perhaps enviously) concede, could have come up with this one — and in such a noble cause, too.

The Port of Long Beach, one of the two powerhouse of the container world and the global economy, has launched an 'I Paid to Dress in Denim' campaign as part of its Hurricane Katrina relief efforts.

The method is simple. Port staff and officials who



**Win banker**

GERMANY'S superiority at soccer once prompted an English striker turned commentator and potato crisp seller to suggest that two teams turned up on the pitch and then the Germans won.

These days, according to LISCF's Albrecht Gundermann, the bankers only have to turn up to win their annual match in Hamburg against the shipowners.

Gundermann, on the wrong end of a 6-4 defeat, tells us that the bankers, playing in the colours of AC Milan — and in the carenaccio style to boot — had six chances and scored six goals, with Bremer Landesbank's Christian Dyballa getting a hat-trick.

Meanwhile, Gundermann's shipowning colleagues, aply enough in Brazilian gold, had a staggering 25 opportunities but scored just four times. One chap whose name must remain secret had 10 chances and scored just once. Remind you of anyone?

More to the point, Hypovereinsbank's Udo Bandow performed like a man half his 74 years and NSB Niederelbe's Boardar Petrovich, one of the world's oldest heroes at 63, completely outplayed his 25-year-old opponent. Were you watching, Jürgen Klinsmann?

**Dress in denim**

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ALTHOUGH Stevenson and his board won praise from most reinsured names for their progress in slashing the insurance liabilities of Equitas — for instance, since March 2001, there have been 28 major asbestos deals — there remained some unease.

One name asked why directors' remuneration, at £3.5m (\$6.6m), had become an increasingly large part of the total cost.

While the head count of staff had reduced by 20% the number of directors had risen to six from five.

Stevenson explained that outside advice was taken on pay and, although the figures might look high, "we have to have the very best people we can find".

Merrett left the market in the late 1990s as part of a settlement with Lloyd's of outstanding issues from the earlier turbulent years.

Little has been heard of him in the intervening period, but he stepped forward at question time at the latest meeting of Equitas in his role as a reinsured name.

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