

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 058



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News reports received from readers and Internet News articles taken from various news sites.

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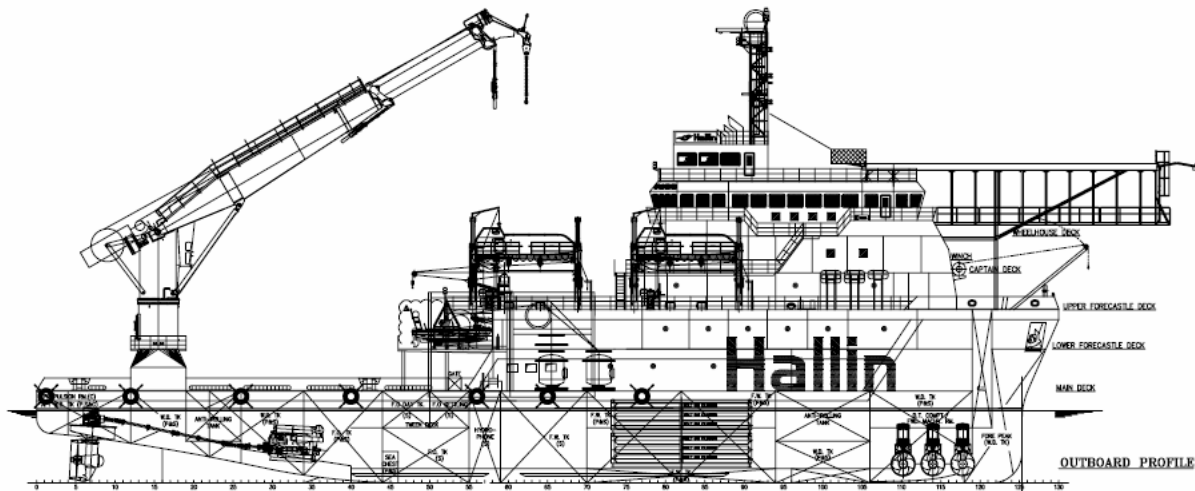


The brandnew ULLSWATER seen moored at the Loyang Offshore supply base in Singapore
Photo : Piet Sinke ©

This above photo can also be seen in high resolution in the photo album at my website www.maasmondmaritime.com or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

EVENTS, INCIDENTS & OPERATIONS

ULLSWATER CHRISTENED IN SINGAPORE



Last Friday evening (February 27th) in Singapore HALLIN latest fleet addition, named the **ULLSWATER**, was christened

The new build **Ullswater** is a state of the art DP2 SOV (subsea operations vessel) that Hallin will operate for the first contract in the Malampaya Field in the Philippines. The 78

metre **Ullswater** is fitted with an inbuilt saturation diving system for 15 persons, with an 3 man diving bell which is launched through its moon pool.

The vessel is fitted with 120 berths and equipped with a 50T offshore crane, The Maximum Speed of the vessel is 12 knots, economical 10 knots with a fuel consumption of 12 m³/24 hours , when on DP the Usage is 7 –

10 m³/24 hrs (fair weather) for more details of the vessel visit the website : <http://www.hallinmarine.com/>



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All Photos : Piet Sinke ©

See for more photos of the **ULLSWATER** my website www.maasmondmaritime.com or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

MAIB launches Southampton tanker collision probe

INVESTIGATIONS and repairs are under way after three tankers collided in Southampton earlier this week.

The Marine Accident Investigation Branch is investigating an incident between a Navigazione Montanari chemical tanker with tankers owned by Teekay Corp and BW Shipping at one of the UK's most busiest oil refineries

Lloyd's MIU reported that the 2003-built, 40,218 dwt chemical and oil tanker **Vallermosa** collided with the 2007-built, 76,580 dwt BW Orinoco product tanker and Teekay's 1992-built, 95,195 dwt Navion Fennia on Wednesday.

These reports were confirmed by the MAIB, Southampton port operators and refinery operator ExxonMobil.

The **Vallermosa** was on its way to BP's Humble oil terminal from Rotterdam and collided with the other two tankers as they were moored at the Fawley marine terminal in Southampton last Thursday, LMIU said.

Associated British Ports, which operates Southampton, said the incident caused a minor oil spill and no-one was hurt.

An ExxonMobil spokesman said half a litre of aviation fuel was spilt and Fawley's own spill response vessels were deployed. "There was no impact on the environment and no impact on Fawley's production levels" said the ExxonMobil spokesman.

Southampton deputy harbour master Ray Blair told Lloyd's List that **Navion Fennia** was in the port for repairs on Friday and **BW Orinoco** was waiting for a spare berth to unload its cargo of Fawley jet fuel before going to a quay for its own repairs.

"The **Vallermosa** has left Southampton for repairs in another port after approval from the Maritime & Coastguard Agency and class society," said Capt Blair. According to LMIU, **Vallermosa** was classed by Italian society Rina and had P&I cover with Gard.

The **Navion Fennia** had cover from the Standard Steamship Owners Protection & Indemnity Association (Bermuda) Ltd and was classed with Lloyd's Register. It was unloading crude, loaded from the **Bleo Holm** production ship in the UK North Sea, at Fawley when it was struck, LMIU said. The **BW Orinoco** is classed by ABS with the North of England providing P&I cover.

Navy confirms Russian military ship spills oil in Celtic Sea

A Russian warship spilled oil in the Celtic Sea, aide to the Russian Navy Commander Capt. 1st rank Igor Dygalo told Interfax-AVN.

"According to estimates of Russian experts, this concerns about 20 -30 tonnes of oil," Dygalo said. Reports that a Russian warship spilled around 500 tonnes of oil in the Celtic Sea have nothing to do with reality, he said.

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The **RAINBOW** seen in the port of Cape Town
Photo : Glenn Kasner ©

Repair work yet to start on Magdalla bridge

Even after a fortnight of the incident, wherein two ships from ABG Shipyard facility rammed Magdalla bridge, repair work for the damaged parapet and footpath over a stretch of 70 metres, is yet to start.

Reason: Cost of repair along with other technical details is yet to be finalised by roads and building (R&B) department, even though ABG Shipyard has agreed to bear the cost. R&B department executive engineer BS Gohil Thakur told TOI, technical study about damaged bridge is being carried out by Sardar Vallabhbhai National Institute of Technology (SVNIT) and report is likely to be prepared in about a fortnight's time.

Meanwhile, the company will commence repair of damaged water pipeline, which passed along the bridge, soon after getting technical guidance from the water supply department in district administration, said associate vice-president ABG Shipyard, Subas Gantayat.

Cost of repair of water pipeline is estimated at Rs 4.5 lakh, said Gantayat, adding that restoration will be taken up on a priority basis so as to start supply of potable water in surrounding villages in Vesu, Dumas and adjoining areas.

In regard to repair of damaged water pipeline, permission from R&B department has been sought, said Anil Garg, executive engineer, water supply department. Laying of water pipeline was recently done and supply of water in nearby villages through this pipeline was being tested, said Garg.

Meanwhile, damaged portion of the bridge remains barricaded with security guards manning it and also regulating vehicles as traffic movement remains restricted on the bridge to prevent any mishap. In the report to the Gujarat Maritime Board, R&B department and the district administration, ABG Shipyard cited reason behind incident being high tide with height of 5.6 mt, coupled with wind blowing at unusual speed of 80 km per hour.

"The company will meet all the expenses for repair of the damaged bridge, as per recommendations by R&B department," Gantayat told TOI, adding that intimation about cost required for repair was yet to come. **Source : Times of India**



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Bembridge RNLi's carriage-launched lifeboat launches for the first time on a rescue

Bembridge RNLi Mersey class lifeboat was launched on Saturday (21st February) to assist with the medical evacuation of a crewman who had suffered a head injury aboard the 47-foot yacht **Shabeene**. The lifeboat assisted the Solent Coastguard Rescue helicopter in coming to the aid of the yacht with a crew of seven onboard, as it was sailing east of the Dunnose area, south of the Isle of Wight.

The lifeboat launched at 2.47pm at the request of Solent Coastguard. The crew member onboard the **Shabeene** had suffered a serious head injury which required his immediate transfer to the neurological unit at Southampton Hospital.

The Mersey class lifeboat, **Peggy and Alex Caird**, and her crew were tasked to take the injured crewman from the yacht and onto the lifeboat so that a transfer to the helicopter could be completed. The low tide at Bembridge resulted in the lifeboat being transported 600 yards across the beach on her carriage before being able to be launched. Once this was complete, the transit to the yacht took 40 minutes to complete in the calm weather.

Fortunately, on arrival with the casualty the helicopter was in the process of completing a successful winch and, after having made sure the remaining crew of the **Shabeene** were well, the Bembridge lifeboat returned to her temporary base at Bembridge. The crew are using a replacement **Mersey class** lifeboat after their old Tyne class lifeboat, **Max Aitken III**, was taken off service following her last launch down the slipway. The old lifeboat slipway will soon be demolished to make way for a new, replacement boathouse, hence the temporary lifeboat and moorings.

Coxswain Steve Simmonds commented afterwards, 'Despite the extensive training all the crew have undertaken with the new lifeboat, carriage and tractor you can't help but be slightly apprehensive as to how it is all going to work when the first shout comes in. That said, it was superb: everything worked as it should have done, the launch time from being paged to being in the water was as good as any station where the crew have been operating this class of lifeboat for years and the boat handled extremely well. All in all this was a first class operation and I am confident this system is going to work well for us until we get back into our new home with our new boat in 2010.' **Source :**
BoatsandOutboards

Maersk Line reports 1000th vessel call for West Coast fuel switch

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Maersk Line has announced that the company's environmental initiative to switch to cleaner fuel at North American West Coast ports has reached the milestone of the 1000th vessel call. 111 vessels have participated since the program inception in 2006, press-release reports. The initiative has reduced Maersk Line fleet's vessel-related air emissions by over 2,400 tons when calling the ports of Los Angeles and Oakland in California (US), Tacoma in Washington (US) and Vancouver in Canada. Maersk Line's pilot program is part of the company's on-going commitment to environmentally responsible operations. The program has been aligned with and supports the significant air quality improvement efforts by the Ports of Los Angeles and Long Beach, California's Goods Movement Action Plan, the California Air Resources Board initiatives and the Northwest Ports Clean Air Strategy to improve air quality in these ports.

This continuing initiative provides substantial reductions in key pollutants that have potential health effects. Maersk Line has achieved an 86% annual reduction in particulate matter, a 95% reduction in sulphur oxides (SOx), and a 12% reduction in nitrogen oxides (NOx). The first vessel that performed the fuel switch was SINE MÆRSK in Los Angeles on March 31, 2006. There were 212 switches in 2006, 351 in 2007, 425 in 2008 and 12 through January 20, 2009. Maersk Line voluntarily switches from "bunker" fuel with relatively high sulphur content to low-sulphur distillate fuel on the main and auxiliary engines of its vessels while underway in port areas and in the auxiliaries while in California ports, and in the auxiliary engines while at dock in Tacoma and Vancouver. The details of the program vary depending on geography and specific port programs. The fuel switch enables the ports to achieve immediate emissions reductions, unlike shore-side power programs such as cold ironing that take years to implement on this scale. The company continues to research and develop a variety of vessel energy efficiencies and emission reduction technologies despite the changes of the economic outlook.

"In 2006, Maersk Line took an unprecedented step to reduce vessel air emissions by voluntarily converting to a lower polluting diesel fuel in our main and auxiliary engines in these ports," said Dr. Lee Kindberg, Director of the Environment for North America, Maersk Inc. "Maersk Line is convinced that mobile ship emission control solutions like fuel switches and catalytic converters provide great promise in effectively reducing emissions from ships in port areas. Mobile solutions can be implemented relatively rapidly, require no expensive shore infrastructure and do not shift emissions to other sources of power. This initiative has provided immediate air quality benefits at no cost to the taxpayer and without shifting air pollution to another source", she continued.

"Congratulations to Maersk Line for completing the 1000th vessel call to west coast ports using cleaner fuels. By voluntarily switching to low-sulphur distillate fuel, you have become the environmental leader in the shipping industry. California is a healthier state due to your commitment to cleaner air quality," said Alan Lowenthal, California State Senator (Chair, Senate Transportation and Housing Committee).

Maersk Line has received numerous awards for these efforts including the Clean Air Excellence Award from the San Pedro Bay Ports; the Clean Air Award for the Advancement of Air Pollution Technology from the South Coast Air Quality Management District; the Clean Air Leadership Award from the Coalition of Clean Air; and the Carrie Chapman Catt Leadership Award from the League of Women Voters of Los Angeles. The Port Metro Vancouver administers a Differentiated Harbor Dues Program that "promotes attainable emissions reduction goals for ocean-going vessels and rewards those who excel in environmental stewardship". Maersk Line has attained a Gold designation in this emission reduction program. Maersk Line is also participating in the Ports of Long Angeles/Long Beach Vessel Speed Reduction Program and the Main Engine Fuel Switch Incentive Program. The cost of the program to Maersk Line has been over USD 18 million to date.



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CASUALTY REPORTING



Ships collide off Kagawa causing oil spill

A Japanese container ship and a freighter collided early Friday morning off the coast here, causing an oil spill, local coast guard authorities said.

The Sakaide Coast Guard Station said on Friday that the 499-ton "**Takasago**" container ship belonging to Imoto Lines in Kobe and the Panamanian-registered 7,382-ton "**Marine Star**" freighter ran into each other at around 6:15 a.m. about 2.2 kilometers northeast of Kosei Island off Sakaide. The accident ripped a four-meter-long, 10-meter-wide hole in the freighter's stern and caused an oil spill. Local patrol vessels are cleaning up the spilled oil.

There were five crewmembers aboard the **Takasago**, and 17 aboard the **Marine Star**, but there were no injuries. Although the Takasago managed to return to Sakaide Port after the collision, the freighter lost control due to the damage.

According to the coast guard station, the right side of the **Takasago's** bow is believed to have collided with the stern of the Marine Star, which was carrying plywood boards from Sakaide Port to Marugame Port in Kagawa Prefecture. The **Takasago** was heading from Moji Port in Fukuoka Prefecture to Kobe.

The coast guard station will investigate the accident in more detail after towing the **Marine Star** to Sakaide Port.

NAVY NEWS



The Royal Navy Amphibious Assault Ship **HMS BULWARK L 15** seen entering Valletta, Malta for the first time with the French Navy Destroyer **FS DUPELIX D641** and 2 x Royal Navy Type 23 frigates **HMS ARGYLL F 231** and **HMS SOMERSET F 82**. All ships are due to leave Malta on Tuesday 3rd March.

Photo : Cpt. Lawrence Dalli - Malta Ship Photos ©

'Eén marine met België is stap te ver'

De samenwerking tussen de Nederlandse en Belgische marine is ongekend innig. Al houden beide landen voorlopig wel een eigen zeemacht.

Van een afstand valt het fregat in de Nieuwe Haven in Den Helder niet uit de toon. Dichterbij blijkt het schip een afwijkend registratienummer te hebben: **F931**.

Ook de naam is voor Nederlandse begrippen ongebruikelijk: **Louise-Marie**. De Nederlandse marine vernoemt tot nog toe geen schepen naar vrouwen. De Belgische marine daarentegen wel, in dit geval gaat het om de vrouw van de eerste koning van België, Leopold. Het Multipurpose-fregat **Leopold** – een fregat dat zowel doelen onder als boven het water kan opsporen en bestrijden – is al op weg naar de Middellandse Zee om de VN-operatie voor de kust van Libanon (Unifil) te leiden.

Zonder de samenwerking met de Nederlandse marine zou de Unifil-operatie niet mogelijk zijn. „Ik schroom niet om te zeggen dat het voor ons moeilijk zou zijn om als marine te overleven”, zegt admiraal Jean-Paul Robyns, tweede man van 'Admiraal Benelux'. In deze staf, gevestigd in Den Helder, werken de marines van Nederland en België steeds nauwer samen. Zo nauw dat de vraag voor de hand ligt of de twee landen niet met één zeemacht toe kunnen. Nee, zegt luitenant-generaal Rob Zuiderwijk, commandant van de Nederlandse marine. „Zo lang er geen gemeenschappelijk buitenlands- en veiligheidsbeleid is, willen beide landen een gebalanceerde marine die zelfstandig kan reageren op verschillende situaties. Maar door de samenwerking zijn we wel in staat om meer te doen. En dat we die samenwerking intensiveren, is een logische ontwikkeling.”

Tamelijk geruisloos zijn de Nederlandse en Belgische marine vervlochten geraakt tot een organisatie die in hoge mate uitwisselbaar is. De Belgische marine, aanzienlijk kleiner dan de Nederlandse, is dankzij de aankoop van twee Nederlandse Multipurpose-fregatten (ook wel aangeduid als M-fregat) nu in staat om internationaal haar partij mee te blazen. De fregatten worden in Nederland door Nederlands en Belgisch personeel onderhouden, samen met de drie Nederlandse zusterschepen. Verschillende opleidingen zijn gecombineerd, in Den Helder en op de vlootbasis in Zeebrugge. Beide commandanten spreken van een win-winsituatie. „Met de grootste win aan de Belgische kant”,

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erkent admiraal Robyns. Zijn collega Zuiderwijk beschouwt het als winst dat de Nederlandse marine door de samenwerking doelmatiger en flexibeler kan werken.

Nederlandse officieren werken tijdens de Unifil-missie voor de kust van Libanon (bedoeld om wapensmokkel tegen te gaan) aan boord van **BNS Leopold**. Belgische marineofficieren draaien vanaf augustus op Nederlandse schepen mee als Nederland de EU-missie Atalanta (tegen piraterij) leidt. Admiraal Robyns wil volgend jaar tijdelijk overtollige Belgische officieren aan boord van Nederlandse schepen plaatsen.

Naast de bestaande gezamenlijke opleidingen zijn er plannen voor een nieuwe technische opleiding in Den Helder en Zeebrugge. Op het gebied van materieel werken Nederland en België al langer samen. De bouw van de mijnenjagers was een gezamenlijk project. Als er – rond 2025 – een opvolger moet komen voor de M-fregatten, vindt admiraal Robyns het 'niet meer dan logisch' dat Nederland en België samen optrekken. Dat geldt mogelijk op kortere termijn ook voor het onderhoud van de nieuwe marinehelikopter NH-90 en de opleiding van monteurs en vliegers.

Bij de samenwerking is de Franse taal nog weleens een barrière. De bijna vierhonderd kilometer die Zeebrugge van Den Helder scheiden, is ook een hobbel. „Als ze hier eenmaal zitten, willen ze niet meer weg”, zegt Robyns, zelf met tussenpozen meer dan elf jaar in Den Helder geplaatst. Lachend: „Vroeger kon je in Den Helder moeilijk aan een goeie fles wijn geraken of een goed restaurant, maar dat verbetert met de dag.”

De verkoop van twee Nederlandse fregatten (**Hr. Ms. Karel Doorman** en **Hr. Ms. Willem van der Zaan**) aan België is een impuls geweest om de bestaande maritieme samenwerking verder te verstevigen. De samenwerking geldt als uniek in de wereld. De Belgische marine is erdoor in staat om langdurig een internationale missie te leiden.

De Nederlands-Belgische samenwerking mag van de vlootvoogden wel wat meer bekendheid krijgen. Zuiderwijk en Robyns waarschuwen voor onbekendheid met het maritiem domein, in combinatie met een misplaatst gevoel dat de situatie op de zee onverminderd stabiel is. 'Zeeblindheid' noemt generaal Zuiderwijk dat. „Veiligheid op zee is niet vanzelfsprekend, maar voor veel mensen is ons werk moeilijk voor te stellen.”

Admiraal Robyns stelt dat België enigszins met de rug naar de kust leeft. „De bulk van het transport gaat over zee, marines van opkomende mogendheden manifesteren zich steeds prominenter, maar dit besef leeft bij weinigen.”



The Brazilian scientific ship "**Almirante Maximiliano**" visit the French port of Brest

Photo : Jacques Carney ©

San Diego Sub Heads For Exercise In Arctic Ocean

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A San Diego-based nuclear attack submarine, the **USS Helena**, departed Naval Base Point Loma Friday for a Navy exercise in the Arctic known as ICEX.

The **Helena**, commanded by Commander Daniel Brunk, will conduct classified testing of submarine operability and war fighting capabilities in Arctic waters, a Navy news release said.

According to the Navy, the exercise will be supported by the Applied Physics Laboratory Ice Station (APLIS) being built on the Arctic Ocean sea ice north of Prudhoe Bay, Alaska. Officers there will monitor the movement of and communication with **USS Helena** and a Norfolk-based submarine, **USS Annapolis**.

The camp consists of a small village, constructed and operated especially for the ICEX by the Applied Physics Laboratory of the University of Washington.

The overall exercise has been planned and will be coordinated by the Navy's Arctic Submarine Laboratory

located at Naval Base Point Loma, said LCDR Alli Myrick Ellison, the Public Affairs Officer for Submarine Squadron ELEVEN. In addition, LCDR Myrick Ellison said, several members of the staff of Submarine Squadron ELEVEN at Naval Base Point Loma will be working at the ice camp in support of the exercise. **Source : KGTV, 10News.com**

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SHIPYARD NEWS



The rig **Pride Brazil** seen above at Angra dos Reis in Brazil during repairs at the Keppel yard
Photo : René Guerra ©

Deltamarin wins heavy lift vessel design contract from COOEC in China

China Offshore Oil Engineering Co Ltd (COOEC) has awarded the Finnish engineering company Deltamarin Ltd a contract for basic design and engineering for a 50,000dwt semi-submersible self-propelled heavy lift vessel.

The contract includes both concept design development and basic design, including classification documentation.

"Deltamarin won this contract due to our extensive references and experience. One of the most recent similar references is under construction in China. Further, we have very good relation with COOEC," said Deltamarin's Sales Director Offshore Timo Granberg, who has been involved in the project and contract negotiations from the very beginning.



COOEC project manager Li Zhilei said: "Deltamarin is aspiring to co-operate with COOEC and we believe they will be doing their best for this project. We believe that we will have more common projects via this co-operation."

The new vessel is a self-propelled, DP2 semi-submersible, which will work mainly in the offshore oil and gas market.

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The vessel's approximate main dimensions are a length overall of 219m, moulded breadth of 42m, moulded depth of 13m and a draft of 10m.

The design and construction of the vessel will meet China Classification Society rules and regulations as well as the latest requirements of SOLAS and IMO.

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Burger Boat at Dubai Boat Show

Burger Boat Company of Manitowoc, WI USA, will be participating in the Dubai International Boat Show March 3-7, 2009, held at the Dubai International Marine Club – Mina Seyahi. Visit us at stand F1-4.

Burger will also be in attendance at the inaugural Abu Dhabi Yacht Show March 12-14, 2009, held at the Abu Dhabi National Exhibition Center. Visit us at stand 5E-70 in Abu Dhabi.

At each show Burger will be featuring recent launches as well as various designs in lengths up to 184 ft from the Burger Design Team and various designers including; Rainsford Mann Design, Sparkman & Stephens, Vripack, and Setzer Design Group. In addition, the Burger team will be available to discuss shipyard capabilities, technologies and future plans. **Source : MarineLink**

Strategic Marine Opens Shipyard in Vietnam

Western Australian shipbuilder Strategic Marine officially opened its \$16.3m (USD) shipyard in Vietnam on February 24, demonstrating that the company is confident it can ride out the current global economic turmoil.

Strategic Marine Chairman Mark Newbold told several hundred dignitaries and guests attending the grand opening that the Vietnamese yard had already won more than \$61.8m in orders.

Newbold said with three other yards in Australia, Singapore and Mexico, the company was currently constructing 63 fully-financed vessels with an order book value of \$164.2m, with an additional 77 vessels already contracted by international clients valued at \$80m.

He also announced the company had pioneered and funded an apprenticeship scheme which would see 55 Vietnamese undertake a two-year course in a range of specialized shipbuilding skills.

"This scheme is expected to boost the National government's plans to expand and modernize its shipbuilding industry, while helping us to upgrade skill levels," Newbold said. With its newest facility, Strategic Marine has transformed 136,000sqm of vacant land at Dong Xuyen Industrial Zone in Ba Ria Vung Tau province into a fully functioning shipyard with the capability to construct large steel and aluminium vessels.

Strategic Marine's Vietnam Managing Director Mark Schiller said this feat could not have been achieved without the whole-hearted support of the Vietnamese authorities and local businesses, and the sheer hard work of the yard's 1,100 employees. To date, the facility has completed construction of the 103m x 50m steel pontoon base for the Australian Marine Complex's \$40.4m Floating Dry Dock, which was shipped to Western Australia late last year.

The yard's most recent contract, worth \$1.3m, is to extend a floating dry dock for major shipbuilder STX Europe (formerly Aker Yards), a project that is expected to take three months to complete.

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The shipyard is also well advanced with the construction and outfitting of two 143m Dive Support Vessels for Singaporean client Marfield Ltd, as well as 40 oilfield service vessels, four landing craft and a new generation Voith Water Tractor.

The yard has nearly 20,000sqm of machinery and workshop space, comprising five large fabrication workshops, five specialist workshops, a 5,000sqm stores area and a 1,500sqm paint shop.

In addition, a further 30,000sqm has been given over to a heavy load laydown area and the yard's three slipways are capable of handling the construction of vessels up to 200m long and 60m wide with a tonnage of 15,000T to accommodate a variety of vessels.

It is also equipped with more than 20 workshop overhead gantry cranes which range in size from 5T-20T, two 50T and two 200T crawler cranes. Workshop equipment, including the latest CNC plasma cutting machines and steel cutting and rolling machines, ensure that ship construction and refit and repair requirements are catered for in-house and to international standards.

The newly introduced apprenticeship scheme had been developed by Strategic Marine in conjunction with Vietnam's Hong Lam Vocational College and had been adapted from similar programs currently operating in Australia.

The apprentices will live at the college for the first three months of the scheme before gaining practical working experience for four days a week at the company's yard, while continuing their studies at college on one day per week.

The trainees will receive a token salary early in their course, with salary increases every six months until the end of the program, when they will move onto the full salary scale for qualified tradespeople. **Source : MarineLink**

Impressive earnings from Ulstein

The Ulstein Group delivered very good profits in 2008. Its consolidated preliminary figures show NOK 3.21 billion in



sales and a NOK 364.4 million operating profit for 2008, Ulstein's best results since 1999.

"It is good to be able to present positive results in these challenging economic times. Innovation and hard work will continue to be Ulstein's mantra going forward, but we must be realistic enough to see that there may be difficult times ahead," says Group CEO Gunvor Ulstein.

Once a production-based enterprise, the Ulstein Group has launched strategic initiatives in a number of areas in order to become more service oriented – particularly in the area of design. The

company now offers ship design for offshore supply, shortsea and heavy offshore shipping. Ulstein Design delivered excellent profits in 2008.

Like many other companies in the maritime industry, the Ulstein Group has faced equipment delivery delays to its shipbuilding projects, but nevertheless showed good profits in this area. "We have a competent shipbuilding organisation willing to go that extra mile to deliver its ships on time. This recipe has enabled us to produce solid profits in a market with narrow margins. Although Ulstein Verft has an adequate orderbook, we cannot overlook the financial crisis or world recession, which has led to fewer orders in our industry as well," Ulstein says.

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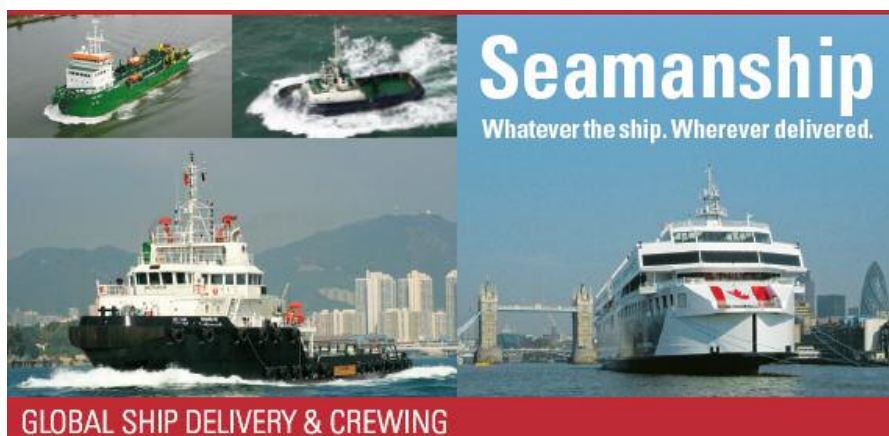
While Ulstein's electrical division showed a deficit in 2007, the division turned things around in 2008. "We made a promise that the negative result would not become a trend in the electrical division. In 2008, restructuring, production and automation initiatives as well as change orders are yielding very satisfactory results this year," says Ulstein.

The Group is also committed to after-sales, service and ship management services, which along with its other products and services will help build an enterprise with strong foundations to stand on in both good and bad times. "Our ambitions are quite clear. Ulstein's good results in recent years will enable us to continue building a robust group of companies. We must also look for opportunities going forward. Our goal is to develop world-class, top-quality products and services so that we'll be ready when the market turns around and the recession ends," Ulstein concludes.

The Ulstein Group had an orderbook of NOK 5.5 billion at the end of 2008.
The Ulstein Group's preliminary main figures for 2008:
Operating revenues: NOK 3.21 billion (2007: NOK 1.97 billion)
Operating profit: NOK 364.4 million (2007: NOK 193.7 million)
Ordinary profit before tax: NOK 431.1 million (2007: NOK 240.8 million)

Source : Ulstein Group

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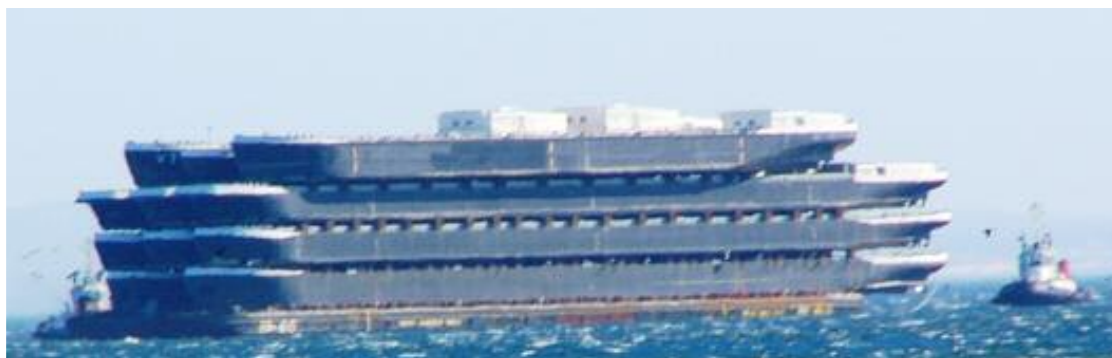
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WILLEM SMIT ALGEMEEN DIRECTEUR DE ROTTERDAM B.V.

Per 1 maart 2009 wordt Willem Smit algemeen directeur van **De Rotterdam B.V.**

Naast de operationalisering van de commerciële kant van de **ss Rotterdam** zal Willem Smit ook zijn aandacht richten op de culturele, sociale en maatschappelijke doelstellingen van het schip.

Willem Smit neemt een brede ervaring mee die past bij het bijzondere karakter en de verschillende commerciële en culturele invalshoeken van de **ss Rotterdam**. Zo was hij onder meer commercieel directeur van de Koninklijke Schouwburg Den Haag en algemeen directeur van het Spant in Bussum. Als interim directeur bij Stage Entertainment (onderdeel van Joop van den Ende Theaterproducties) was hij tot voor kort nauw betrokken bij de Theaterfabriek & Convention Factory in Amsterdam. Hans Elemans blijft voorlopig woordvoerder van De Rotterdam B.V.



The tug "**Salvage Giant**" with the barge "**H40**" in tow arrived at the Cape Town pilot station Saturday at 08h30, an attempt was made to enter Port, however due to increasing winds the job was cancelled till later.

Photo : Aad Noorland ©

Sevan gets offer for unit

Sevan Marine ASA has received an offer from an unnamed "industry player" for one of its units. According to Sevan, the offer, subject to documentation and final agreement, represents a purchase price reflecting the book value of the unit.

Sevan Marine is considering the offer in light of its financing requirements and an ongoing review of its business plan. Sevan has engaged Pareto Securities and SEB Enskilda as financial advisors to assist in exploring and assessing strategic options.

Sevan is taking steps to preserve its existing business, including pursuing contracts on **Sevan Driller II** and **Sevan Driller III** only if acceptable terms and funding are in place, continuing to evaluate options for its drilling activities such as de-merging into a separate listed entity and minimizing investments on floating production, storage and offloading vessels (FPSOs) Sevan 300 No. 4 and Sevan 300 No. 5 prior to contracts with oil companies.

Construction is continuing on semisubmersible **Sevan Driller I**, which will be delivered from the COSCO Nantong shipyard in China in mid-2009. For **Sevan Driller II** and **Sevan Driller III**, Sevan will incur no more capital expenditures on the project until it can secure longer contract with ONGC and a one year later start up, secure finance backing from Chinese banks, reduce equity needs and defer equity payments during construction, reduce capital expenditures to US\$650 million per unit and raise equity in Sevan Drilling.

Sevan Marine has three completed FPSOs and two FPSOs under construction.

Sevan Marine's operating revenues for the fourth quarter amounted to US\$44.2 million. Operating losses were US\$78.3 million and net profit loss of US\$68.5 million. In the fourth quarter, a one-off cost of mobilizing and installing the FPSO Sevan Hummingbird on the Chestnut field, amounting to US\$60.8 million, was expensed. The majority of this cost has previously been capitalized. In addition, a one-off item relating to a receivable from Oilexco North Sea Ltd. of US\$4.3 million was expensed following Oilexco's assets being set under administration.

Operating revenues for the quarter were higher than previous year mainly because **FPSO Sevan Hummingbird** commenced operations in September 2008. A reduction in revenue from the Topside and Process Technology segment was partly compensated by higher revenue from the Goliat FEED in the corporate segment.

The improvement in financial items compared to previous year was mostly due to unrealized currency gains relating to NOK-nominated bonds. This was partly offset by an increase in expensed interest cost through profit and loss as interest relating to FPSO Sevan Hummingbird and FPSO Sevan Voyageur were expensed following reclassification of these units from construction in progress to FPSO.

Offshorevloot tegen de kant

De recessie begint ook steeds meer grip te krijgen op de offshore-activiteiten op de Noordzee.

Dit is vooral te merken aan het toenemend aantal offshorevaartuigen dat zonder werk komt te liggen. Was er eind december nog nauwelijks een bevoorrader of ankerbehandelaar te krijgen, nu liggen er al bijna veertig werkeloos tegen de kant, waarvan dertig in de Schotse havenstad Aberdeen. Een en ander heeft ook een aanzienlijk effect op de daghuur van deze schepen, die dramatisch aan het inzakken is. De daghuur voor bevoorradingsvaartuigen is de afgelopen zes weken gedaald van 17.000 naar 8500 pond, met andere woorden een halvering. De daghuur van ahtsvaartuigen daalde van 40.000 naar 12.500 pond per dag. Het laagste niveau in drie jaar. Verwacht wordt dat de prijzen nog verder zullen dalen. Ook de daghuur van booreilanden zal gaan inzakken nu de eerste booreilanden in Noordwest-Europa zonder werk komen te zitten. **Source : PAS**

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Seadrill loses money

SSG-GÖTEBORG. Seadrill, controlled by John Fredriksen, has written down the value of its investments in Pride International, Scorpion Offshore and SecureCrest by USD 615 million, the company states in its Q4-report.

"An important part of Seadrill corporate history has been to expand the Company by taking large investment positions in other offshore drilling contractors where attractive future value potential has been identified", says Alf C Thorkildsen, CEO of Seadrill Management AS.

"Seadrill continues to see the investments in Pride, Scorpion and SapuraCrest as attractive long-term investments." Seadrill also entered into several interest swap agreements during the second half of 2008 in order to lock in favourable long-term interest rates. These agreements are market-to-market and due to lower US dollar interest rates at year-end 2008, a charge of approximately USD 160 million will be made to the Income Statement in the fourth quarter results. Seadrill also reports a loss of USD 35 million related to Total Return Swap agreements in own treasury shares.

Hong Kong exports suffer massive slump

Hong Kong's exports suffered their biggest year-on-year decline in value in half a century last month, plunging 21.8 percent to US\$24.2 billion as international trade dried up amid the deepening global downturn, government data shows.

January's imports fared no better, falling 27.1 percent to \$28.3 billion. In December, exports decreased 11.4 percent while imports fell 16.2 percent, the South China Morning Post reported.

The last time Hong Kong's trade performance recorded such steep deterioration was in March 1958, when exports shrank 22.4 percent.

In September 1967, imports dropped 36.6 per cent. World trade was affected by a sharp US recession in 1958 and slowing economic activity in 1966 and 1967.

Amid one of the worst global recessions in history, people are buying fewer toys for their children, replacing household appliances less often and cutting back where they can. The slump in demand has seen a rapid deterioration in exports from Hong Kong and the region.

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Exports dropped significantly to Taiwan, the mainland, Thailand and South Korea, which all fell more than 30 percent. Exports to the US shrank seven percent. Exports of electrical machinery, telecommunications equipment and office machinery all fell by more than 20 percent. Economic growth across emerging Asia is expected to ease to 5.7 percent this year, according to projections by the Manila-based Asian Development Bank. This is down from an estimated 6.9 percent last year and 9 per cent in 2007. The region's sharp slowdown highlights the need to reduce its heavy reliance on exports to drive growth. **Source : cargonewsasia**



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Massive deficit in Hurtigruten – capital injection secured

SSG-GÖTEBORG. The Norwegian ferry/cruise owner/operator Hurtigruten ASA reports a NOK 686 million loss for 2008, a NOK 458 million higher loss compared to 2007. Its result was hit by a NOK 103 million loss on the sale of the company's ferry and fast ferry services, and a write-down of ships and goodwill amounting to NOK 281 million.

There is, however some light at the end of the tunnel. The operating result for Q4 last year was up by some NOK 140 million compared to Q4 2007. A re-negotiation with the government gave NOK 132 million and the number of round-trip passengers increased 60 per cent.

The company has launched an extensive re-structuring programme, and has secured a NOK 314 million capital injection through a share issue limited to the large shareholders, including three banks that have together contributed NOK 137.5 million. It will also seek to cash in a further NOK 170 million in a share offer to employees and share and bond holders. If this is fully subscribed, the company's share capital will be raised to NOK 511 million.

Pakistan to file claim for extension of EEZ

Pakistan will file its claim regarding extension of its Exclusive Economic Zone (EEZ) by 150 nautical miles beyond the current 200 nautical miles limit in May this year. This was stated by the Chief of Naval Staff (CNS), Admiral Noman Bashir. He was addressing a news conference here on Friday in connection with the Exercise CEAMAN 2009¹ to be held in Pakistani waters from March 5 to 14.

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The CNS pointed out that the survey of the area has already been executed and a summary in this connection has been agreed to by our law ministry. He said that according to his information the prime minister has also permitted the summary.

Admiral Noman said that he is in contact with Pakistan's Ambassador to the United Nations, Hussain Haroon. He pointed out that the requirement at the United Nations is that this extension of EEZ by 150 nautical miles is for those countries that have demarcated their sea boundary.

The CNS stated that the demarcation of Pakistani water boundary at south east with India has not been done. Therefore, it would now depend on the UN to approve the extension of EEZ by 150 miles for Pakistan or for India.

Source : Imran Farooq



In Schiedam at the Huisman premises the sheerlegs **Matador** (assisted by the tug **Smit Eerland 23**), lifted the cranehousing of an 300 tons crane with as destination the jack-up platform **Seafox 1** which is at present in drydock at the Keppel-Verolme yard in Rotterdam (Rozenburg) in the background the **TSHD VOLVOX TERRANOVA** is seen

Photo : Michiel Helmich ©

New WWL vessel in Göteborg

SSG-GÖTEBORG. Wallenius Wilhelmsen Logistics' (WWL) **Tijuca** is currently in Göteborg's Frihamn (Free Port). "The vessel will undergo warranty service and after that be loaded for a voyage to Melbourne where the naming ceremony will take place", says Anna Larsson, Head of Corporate Communications at WWL to Shippaz.

The **Tijuca**, built at Daewoo in South Korea and delivered in December 2008, has a capacity of 7,600 cars and is one the largest in the WWL fleet.



The **SEAFOX 1** seen in drydock at the Keppel Verolme yard in Rotterdam

Photo : Bart Klos ©

Van Heyghen Recycling ontmantelt en recycleert opnieuw een Brits marineschip



De Britse Marine vertrouwt voor de tweede maal de ontmanteling en het recycleren van een schip toe aan Van **Heyghen Recycling nv**. Het vorige oorlogsschip – het **HMS Fearless** - is nog maar amper tot schroot herleid of het volgende marineschip wordt al aangepakt.

De ontmanteling en de recyclage van het schip zullen al vlot van eind februari tot eind 2009 duren. De eerste 6 tot 7 maanden worden gewijd aan de nodige voorbereidingen en het verwijderen van gevaarlijke afvalstoffen. Gedurende de werken ligt het schip bij **Van Heyghen Recycling** aan de kaai, in de haven van Gent. Pas in de laatste fase en na een grondige afbraak wordt de rest van het schip uit het water gelicht.

Het **HMS RAME HEAD** werd in 1945 gebouwd in Canada en is het laatst overgebleven Fort klasse cargoschip. Het is vergelijkbaar met de Amerikaanse Victory- en Libertyschepen die zéér snel werden gebouwd tijdens en na W.O.II om als bevoorradingsschip te pendelen tussen het Amerikaanse en Europese continent met onder andere hulpgoederen.

Foto's : Adri van de Wege ©



Nadien vervulde dit schip verschillende functies bij de Britse marine. Het werd tot in 2008 als oefenschip gebruikt in de haven van Portsmouth. Het schip is 135 meter lang, 17,5 meter breed en weegt 7.000 ton. Het vorige Britse marineschip het **HMS Fearless** was 160 meter lang en 24 meter breed, maar woog evenveel. Het schip is dan ook duidelijk van op afstand te zien. De **RAME**

HEAD is gesleept door de **Multratug 7** vanuit Portsmouth en vanaf de wandelaar **Multratug 9** en door de **Multratug 11** later overgenomen als achterboot. Runners weer door de **Verenigde Bootlieden** uit Terneuzen geregeld vanwege hun goede services. **Van Heyghen Recycling nv** ontmantelde in 2008 49 schepen, goed voor haast 14.000 ton staal. **Bron : Haven van Gent**

TITAN Completes Work on Grounded Tanker off Galveston Coast

During the early morning hours of February 21, 2009, TITAN Salvage was notified by the Marine Response Alliance (MRA) of the grounding of the **Yasa Golden Dardanelles**, a tanker, off the coast of Galveston, Tex. The tanker was fully laden with approximately 620,000 barrels of fuel oil onboard.



TITAN responded by mobilizing a response team consisting of TITAN Salvage Master, Guy Wood, an assistant salvage master and a naval architect, who all arrived on site later the same day. Additionally, Crowley's Invader-class tugs **Ranger** and **Mariner** were dispatched by TITAN from their Lake Charles, Lou., location to provide support while logistics and contracting were managed

from TITAN's operational headquarters in Pompano Beach, Fla., as well as from the U.S. Coast Guard station in Galveston.

On Friday, February 22, an attempt was made to free the tanker utilizing the evening's high tide and the two Crowley tugs, which boast a combined bollard pull of approximately 140 tons. The second attempt focused on ship-to-ship lightering operations to remove a pre-determined 12,000 metric tons of cargo to lighten the ship. On Sunday just before midnight, a 789-foot purpose built lightering vessel was dispatched out of Houston and lightering operations commenced upon its arrival and securing on Monday afternoon.

"Ship-to-ship transfers need be managed with extreme diligence when a grounded vessel is involved," explained TITAN's Director, Americas, Gage Parrot. "As weight is being removed, ballast has to be taken on in equal proportion in order to maintain ground reaction throughout the process keeping the vessel secure in place prior to re-floating. Managing the inert gas issues as cargo is transferred is vital to the safety of the ship and salvage team"

On Sunday night, only 44 hours after the initial communication of the incident, the **Yasa Golden Dardanelles** was successfully re-floated and transited under her own power to an anchorage site to await class survey. The successful and timely re-floating operation was made possible by the honed response cooperation between MRA partners being led by TITAN. All four member companies were involved in the response with Crowley providing tugs, MPC (Marine Pollution Control) providing pumping technicians and MHR (Marine Hazard Response) providing a naval architect.

MARAD Contract to California Sealift Terminals

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The Maritime Administration has awarded a contract to California Sealift Terminals, Inc, San Francisco, Calif., to provide layberth services for three Ready Reserve Force vessels--**Cape Henry, Cape Horn, and Cape Hudson** (Cape H's). The contract value is \$1,978,470 with options that could range to \$5,034,801. **Source : MarineLink**

Maersk ends SAWA service

Maersk Line announced it has decided to end its SAWA service linking West Africa and the East Coast of South America. Instead, the Danish carrier plans to cover the trade moving to and from West Africa via Algeciras, Spain, for onward connections on its existing West Africa service network.

Relay options will be offered on a weekly basis, and the first sailing from South America East Coast will be the Lexa Maersk, the company stated in an announcement. The bi-weekly SAWA currently calls Rio Grande, Sao Francisco do Sul, Santos, Walvis Bay, and Pointe Noire. The last SAWA vessel offering direct coverage on the route will be the Maersk Vigo, it added. **Source : trafficworld**

AVONBORG DELIVERED



The newbuilding hull 1536A built at the Hudong Zhonghua Shipbuilding in Shanghai, is named **AVONBORG** and delivered January 19th, 2009

The 143 mtr long new vessel received the callsign PBDG with IMO number 9429730 and received the Lloyds Class notation + 100A1-Ice class 1A.

The keel laying ceremony was held at September 28th 2008, building in prefab sections it took the yard 4 months to built the vessel

The **AVONBORG** is the 9th vessel out of a series of 25 ships which were ordered by WAGENBORG shipping, the first 8 units are equipped with an 8 cilinder Wartsila 46B diesel engine for the mainpropulsion , the next units will be equipped with an 6 cylinder Wartsila 46F motor .The 6 cylinder is having a power of 7500 kW, which is 300 kW less the engine which is installed in the first 8 units, The cruise speed of the vessel is 16,5 knots in ballast conditions

The loading gear onboard are 3 Liebherr cranes which can handle upto 60 tons each, the design of the vessels is an improved design of ships from the Greenfleet fleet. At present the **AVONBORG** is under charter and is loading at present heavyload equipment in China and Japan to be transported to South America. **Source : Pieter Roos – Ch. Engineer AVONBORG**

Maybulk looks to buy vessels

Malaysian Bulk Carriers Bhd (Maybulk) is looking at acquiring new vessels this year as the collapse of the dry bulk market has provided some bargains, says executive chairman Teo Joo Kim.

Maybulk is looking around for newer second-hand vessels or vessels resold from shipyards, he says. "We want to be better prepared when the market picks up. But we are not on aggressive acquisition mode as the dry bulk market,

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going forward, is still uncertain although the current Baltic Dry Index (BDI) has been showing positive growth from its December lows," Teo says after a briefing on the company's 2008 financial results.

The BDI, a measure of shipping costs for commodities, plunged 94% to 663 points on Dec 5 from last year's peak of 11,793 points on May 20. The index stood at 1,950 points on Thursday. The recent freight market recovery, after China resumed iron ore shipments from Australia and Brazil, is believed to be unsustainable due to the considerable overhang still in the market.

Besides acquisitions, Maybulk will also be looking at selling some of its vessels that are over 20 years old this year. "Again, we are looking at the best offer to dispose of our old assets," Teo says. Maybulk currently owns eight bulk carriers, of which three are considered old. It disposed of its 25-year-old Alam Sempurna vessel for RM8.1mil last month. Besides bulkers, Maybulk owns and operates three product tankers but that segment is also going through a slump due to the economic downturn, although it is not as bad as the dry bulk business. But the oil and gas sector may offer some comfort to Maybulk. The shipping company recently diversified into the oil and gas offshore services business via the acquisition of a 22.08% stake in PACC Offshore Service Holdings.

"Oil and gas offshore shipping continues to outperform other shipping sectors and it may be the main revenue contributor in the current financial year," Teo says. Maybulk posted a 96.9% drop in net profit in its last quarter ended Dec 31 to RM4.96mil against the same quarter in 2007. Revenue for the period shrank 36.2% to RM138.1mil.

The lower revenue was mainly due to a decline in time charter charges, from US\$43,386 per day in the third quarter to US\$28,623 per day in the fourth quarter. For the full year, it suffered only a 9.7% drop in net profit to RM521.7mil while revenue increased 18.6% to RM721.2mil against FY07 on gains made earlier in the year, before it felt the impact of the global economic slowdown. "This year, we are still targeting to gain profit although it may not be as good as last year," Teo says. **Source : The Star**

.... PHOTO OF THE DAY

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Crowley's tug **Sea Victory** tows one of the company's new heavy lift deck barges with an oversize production module for Chevron's Tahiti energy project in the Gulf of Mexico.

Photo : Carrie Robertson ©

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