

DAILY SHIPPING NEWSLETTER 2003 – 189



Number 189 ****DAILY SHIPPING NEWSLETTER****Wednesday 15-10-2003

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The jack up **ROGER MOWELL**, AHTS **ARAFURA 2000** and **IBIS** moored to the **BKC platform**
Photo : Capt. Jan de Bokx ©

EVENTS, INCIDENTS & OPERATIONS

Boxship blaze under control



THE 768-TEU container ship **Sea Elegance** caught fire at the Durban outer anchorage early on Saturday. Flames spread quickly through the accommodation area and bridge and into the stern container area which carried empty boxes, the ship's agent said. One of the crew of 24, a Sri Lankan national, is missing presumed dead. Two others were taken to

hospital in Durban and another ten taken off the ship. The remaining 11, including the master, remained on board to help firemen fight the fire. The ship, owned by **Pacific International Line** of Singapore, has 650 containers on board, but the boxes forward of the bridge have not been affected. Five harbour tugs spent Saturday and Sunday pumping thousands of gallons of seawater onto and alongside the ship. By late Sunday the fire had subsided considerably, but was expected to continue smouldering. The ship is reported to be in no danger of sinking or causing environmental damage. A PIL spokesman told Fairplay the fire is thought to have started in one of the containers. "Most of it has now been extinguished," he added. **Photo : SMIT Salvage ©**

Tasman S: Pakistan 'within rights'

DETAINED crew members of the tanker **Tasman Spirit** are unlikely to be released until court proceedings in Karachi have ended. The news emerged on Friday after Pakistan's foreign minister, Khurshid Mehmood Kasuri, turned down a request from his Greek counterpart, George Papandreou, for the seven seafarers to be allowed to go home. Kasuri gave his assurance that the seafarers, who have been granted bail, were being treated well in a 5-star hotel in Karachi. They had access to their lawyers and were being offered all possible assistance. Meanwhile, the communications ministry said it was not to blame for the unnecessary detention of the crew members and maintained that "holding the master, the salvor, the owner's representative and a few members of the crew, is the legitimate right of Pakistan". It said it was not the first time seafarers had been arrested and that crew from all countries, including from Pakistan, are detained in respect of wrongdoing. The ministry added that Pakistan had done more than it had to in releasing many members of the crew and representatives of the ship's owner and salvage company "purely on humanitarian grounds."

The National Police and Customs Caution find 7.500 kilograms of cocaine

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in a ship rushed set against the coasts of Lisbon

Agents of the Udyco in Galicia and of the Customs Service of Caution have found for the moment 7.500 kilograms of cocaine in the Senegalese ship '**South Be** ', intervened last Saturday set against the coasts of Lisbon and that is found in Vilagarcía of Arousa. Twenty persons have been detained by the moment, so much in land as in the ship.

They as reported next sources to the investigation, the action against the drug trafficking, directed by the judge of Vilagarcía, José Antonio Vázquez Taín, began last Saturday , with the detention of 20 persons.

Among them they arrested is the brain of the organization , Carlos Somoza, neighboring of the locality pontevedresa of Vilanova of Arousa, that was found in search and capture, that was married with a daughter of Manuel Charlín Range, although nowadays does not maintain linkings with the clan of this patriarcha.

Another of the detained in this operation, José Joaquín Agra, you ally 'Panarro', is also known by the troops of the fight against the upon to have been detained drug in previous operations.

Intially, the agents did not find the merchandise in the interior of the ship, that was registered with dogs trained and by experts against the drug trafficking, for which thought that the cargo had been thrown to the sea.

UNDER THE CHAIN OF BOW

Nevertheless, to last minute of hour of on sunday and after eight hours of registration, the agents managed to find in a hidden chamber the cargo of drug, hidden under the chain of bow of the fishing boat.

By the moment 7.500 kilograms of cocaine have been found, although the operation continues open and itself is not ruled out to find a great deal more drug.

In the operation, the agents stopped the crew members of the ship, among them various ucranianos and a spaniard, this last resident in Senegal.

The majority of them arrested in the framework of the operation, called 'Retro' and that began months ago , counts on penal antecedents. In the operation participate the National Police and of Customs Caution , in contribution with the Armed one.

The fishing one Soutsea was undertaken on Saturday when sailed to eighty miles of the coast of Lisbon by agents of the Customs Service of Caution on board of two patrols based on Vilagarcía and Vigo and by the UDYCO, unit of fight against the drug and the crime organized. In the course of this operating one of abordaje , got injured light a member of the Tax Agency. The ship docked yesterday around the eleven of the morning in the port of Vilagarcía.

Although in the first registration practiced yesterday was not found the merchandise, the works of registration will continue in the next hours therefore not himself decarta that the helmet of the ship can present some compartment in which have been hidden.

The order to capture in high sea of the Soutsea gave it Vázquez Taín, that also supervises the operating one of search.

'Send ghost fleet back' says EU official

A senior EU official has said the United States should not send a so-called toxic ghost fleet of rusting former naval ships to Britain to be scrapped.

Teesside-based Able UK has signed a multi-million pound deal to scrap the ships, which are contaminated with asbestos, PCBs, which are used in plastics, and other chemicals.

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Environmentalists and wildlife groups have called on the UK government to ban the ships because they fear an ecological disaster if they break up en-route.

Now EU Environment Commissioner Margot Wallstrom wants the US Government to recall the four ships already on their way to Able UK's Hartlepool yard.

Ms Wallstrom said sending the ships to Teesside was too great a risk to the environment. She said the ships should not be allowed to cross the Atlantic for scrapping. She said "We are looking into the legal aspects of this. "I don't think this makes sense at all. I think they should keep the ships in the US. Why should they drive them across the Atlantic?"

'Hazardous substances' "It seems to me too much of an environmental risk. "I will write a letter to the US Government and I will raise it with (UK) Environment Secretary Margaret Beckett.

"It doesn't make any sense to take that risk by sending these apparently very hazardous ships and old ones, also leaking hazardous substances into the James River in America, to England. "I propose that we instead send the expertise in the other direction if necessary. "We can assist them in dealing with these ships and how to break them up and recover them. But keep them there, don't send them here."

Able UK has signed a £16m deal to scrap the vessels, creating 200 jobs. The company has assured the UK government and environmental agencies that there is no risk to the public or the environment with the decommissioning work. Able UK says it has taken steps to ensure that the environment is properly protected. A spokesman said: "These vessels have been subject to far more stringent checks by far more agencies than probably any other ships which have come into the Tees."

Fight to keep liner afloat

AUTHORITIES Monday battled to keep afloat a "Titanic-like" 50,000-tonne passenger ship meant for scrap that threatens to tip over and block vessels from entering Bangladesh's main port.

Teams pumped water out of the 10-storey MV **Ocean Breeze** to try to keep it afloat as they repair a major leak, Captain Amirul Islam, chief of operations at Chittagong Port, told AFP. The MV **Ocean Breeze**, flagged in the Caribbean island Saint Vincent, developed the leak, prompting its 25 Indian crewmembers to call for help. All the crew are safe.

The vessel has been at the outer anchor of the port since its October 5 arrival from Singapore due to the low water level. "It is a big Titanic-like ship and it partly tilted despite efforts to save it from sinking," Islam said.

He said if it sank, "movement of ships to and from the port could be blocked." Last month a collision between two other ships near the port channel damaged several berthed naval ships and injured 20 sailors, forcing authorities to suspend port activities for 12 hours.

CASUALTY REPORTING

Vrachtvaarder gezonken na aanvaring met schip

MINDEN (ANP) - Na een botsing met een Nederlands binnenvaartschip is maandagochtend een Pools vrachtschip gezonken in het Duitse Middellandkanaal. Het kanaal is voorlopig gestremd, deelde de Duitse rivierpolitie mee.

Door de aanvaring, waarvan de toedracht nog niet duidelijk is, raakte niemand gewond. Het Poolse schip vervoerde 450 ton steenkool en het Nederlandse vaartuig had kali aan boord. Het Poolse schip ligt op de vier meter diepe bodem van het kanaal.

China capsizes death toll rises to 44

THE DEATH TOLL from the loss of two Chinese cargoships over the weekend has risen to 44 according to local news reports as the missing crew are added to those known to be dead.

Both ships were lost on Sunday in the Bohai Straits off the northeastern coast, the newspaper said, citing Zhao Gejin, an official with the State Administration of Production Safety.

The *Huayuan Sheng 18* had been heading to the northern port of Tianjin from the southeastern city of Fuzhou when it went down with 15 people on board shortly after midnight, Zhao said.

The second disaster struck early on Sunday evening when the *Shunda II*, owned by Putuo Yonghe Marine Transport Co, sank, leaving 29 people missing, the newspaper said.

The ship had been steaming to Shanghai from the northern city of Tangshan, it said.

The China Marine Search and Rescue Centre under the Ministry of Communications had sent a rescue team to look for the missing people, it said.

SHIPYARD NEWS

A&P Tees Goes from Strength to Strength

A&P Group's Teesside facility, located near Middlesbrough, has made a successful start since re-opening for business earlier this year, success in both use of the shipyard and offering users of the River Tees, and surrounding areas, an effective and efficient 'Shipcare' service. The first vessel drydocked at the shipyard was the 3,086 dwt dredger Heortnesse, which is owned by Tees & Hartlepool Port Authority. This vessel underwent thruster repairs. The largest contract since then has been a two week drydocking of Farstad Shipping's 4,680 dwt offshore supply vessel Far Service, which was in for a two week drydocking operation during late July/early August. Other drydocking contracts have included dredgers and tugs operating in the Tees region. Currently in the shipyard is the 1,739 dwt river dredger Cleveland County, in the yard for emergency repairs. When the Patricia leaves drydock, James Fisher's coastal tanker Chartsman is due in for a special survey. A&P Tees has also been very successful in carrying out voyage and in-port repairs to ships in the region. There are lay-by berths available, as well as a 40 tonne capacity dockside crane, and a tank-cleaning berth (150 m) with a capacity of taking up to 100 tonnes of slops. A&P is to increase the capacity of this facility by the end of this year, when 400 tonnes of slops can be taken. The Tees facility has two drydocks, the largest being 175.26 m x 22.25 m x 7.92 m and is equipped with a total of six cranes varying from 40 tonnes to 5 tonnes lifting capacity. Berthage is available for vessels up to 260 m with a minimum depth of 8.0 m - the berths are equipped with cranage up to 40 tonnes.

Repair Roundup Singapore

After a quiet first half to the year in the tanker market, as owners prolonged operational contracts to exploit strong freight rates driven by conflict in Iraq, Asian yards have seen a return to more activity.

Shell and BP have been active around Singapore, with Sembawang Shipyard feeling the benefit.

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As part of its alliance with Shell, the yard is reported as completing a four-week refit on the Shell product tanker **Solaris** (83,701 dwt), based on its two-and-a-half year survey. It will be followed by a similar job on **Seracata** (56,613 dwt). **Halia**, the 46,878 dwt product tanker registered to Premier Product Tankers, but also linked to Shell, has just left the yard after three weeks. It will be followed by regular callers **Hatasia** and **Hastula** (both 44,999 dwt), registered to the same interests.

More extensive work is anticipated on the Knightsbridge tanker **Murex** (156,802 dwt), registered to Inwood Tankers and chartered to Shell — in for reported bedplate renewal. For BP, Sembawang recently completed a two-week regular refit on the product tanker **British Adventure** (41,035 dwt), which is due to be followed in November by sistership **British Argosy** and the 113,180 dwt tanker **British Admiral**.

Netherlands

Reactivation of Lomar Shipping's reefership **Murmansk Night** (7,395 dwt), after a three month lay-up in Falmouth, has brought a three-week refit job for Schelde Shipyard, Flushing.

South Africa

Sea-Land Express entered dry dock at Durban's Dormac yard last week for a 45-day job to repair damage sustained after it ran aground on August 18, off Cape Town. The R22m (\$3.2m) contract was awarded to Dormac because the ship would have had to wait a month to be repaired in Cape Town. Managers United States Ship Management Company organised for the Maersk Sealand-owned ship to be towed to Durban.

The 2,686 teu ship suffered propeller and rudder damage and an estimated 250 tonnes of hull plate also needs to be replaced. Some of the repair work has been subcontracted to a neighbouring company.

Greece

Allied Shipbrokers and PL Tzaneas and Partners have taken over representing Turkey's Desan Shipyard in the Greek market.

Desan, in Tuzla, is owned by the Sagbas Shipping Group and operates along three slipways. Since 1999 it has built 11 ships, ranging from 1,600-35,000 dwt, as well as repairs and maintenance. It benefits from a 19,000 tonnes lift capacity floating dock.

Dubai drops Drydocks charges

DUBAI'S attorney general will not be pressing criminal negligence charges levelled against nine Dubai Drydocks employees after the March 2002 tragedy that killed at least 29 workers, legal sources revealed. "It is our information that the charges would have been dropped, had it not been for the involvement of one interested party, which means the police cannot close the file until the court gives its ruling," a lawyer close to the case told Fairplay. A court-appointed expert is currently pursuing his investigation into the deaths, which were caused by the failure of the yard's No 2 dock gate. Lawyers said Dubai Drydocks has settled claims filed by one of three owners of five vessels damaged in the accident out of court, and has also softened its legal position against another whose vessel damaged the gate days before the tragedy. "There has definitely been a change of tact," a lawyer commented.

Mega Yacht Returns to Blohm + Voss



The **LADY MOURA** moored in the port of Monaco – photo : Piet Sinke ©

The **LADY MOURA** returned to Blohm + Voss on October 8 for maintenance and conservation work. The 105 m long white mega yacht will undergo a facelift in its roofed-over floating dock. The **LADY MOURA**, built at Blohm + Voss in 1990, will be returning to her yard for the third time, following visits in 1992 and 1997. The owner and captain of the **LADY MOURA**. The **LADY MOURA** has sufficient tank capacity to undertake transatlantic voyages. The crew quarters, fitted to top hotel standard, can accommodate as many as 61 crew members. And, of course, a high-tech yacht of this type has an exquisitely designed owner and guest area.

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Revised rules for ship-dismantling

A tripartite International Labour Organisation (ILO) meeting taking place has made progress in revising guidelines aimed at responsible ship-dismantling while ensuring improved safety and health.

Representatives from government, employers' and workers' groups from Bangladesh, China, India, Pakistan and Turkey are working on the guidelines with the support of experts on international

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standards from Canada, the Republic of Korea, Norway and US. Experts backed an additional provision, proposed by the US, to deal with the preparation of emergency plans that will provide useful guidance for emergency situations arising in shipbreaking operations.

Participants agreed that night work was hazardous. However, it was acknowledged that at some sites it was impractical to avoid varying levels of night work due to a number of factors. Participants agreed that night work, if carried out, should comply with ILO conventions and recommendations.

Carl A. Halgren, occupational safety and health administration, US department of labour, said: "The guidelines will be solid and, if followed, will lead to improved occupational safety and health in shipbreaking operations. It is important to recognise that different authorities will have to try and implement them within different frameworks, but ultimately the guidelines will provide a useful base upon which to build."

"Shipbreaking on the beaches in Asian countries represents the downside of globalisation," says ILO expert Paul Bailey. "After industrialised countries of the western world are through with their ships, they get scrapped on beaches without dry-dock facilities or safety measures for workers. The challenge facing us is how this can be done in a safer manner. It will never be perfect but improvements can be made, and the guidelines under consideration this week will hopefully represent a practical development."

The meeting aims at the establishment of sound national frameworks for responsible ship dismantling and the provision of support for improved safety and health in shipbreaking by applying relevant ILO international instruments and codes of practice. Effective shipbreaking largely depends on how the vessel is prepared for dismantling.

Though the maritime industry is well-regulated, the end of a vessel's life and its dismantling are not comprehensively covered. An award-winning video, produced by the ILO, was shown during the second day of the meeting. The Shipbreakers looks at the shipbreaking yards of Bangladesh and India, where workers can be unwitting victims of gas explosions or tons of falling steel.

NAVY NEWS



Left :

The new Dutch AGOS **A 802 SNELLIUS** seen here fitting out at the Royal Schelde shipyard in Flushing

Photo :

Piet Sinke ©

10/14/2003

MOVEMENTS

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Balaban I. Ex Serafim, Bulk Carrier IMO No: 7507148. Built 1979 Japan. DWT 25651. GT 15796.
Seen in the Port of Oshawa (Lake Ontario) on Oct 13th 2003

Photo : Jim Gallacher ©



The new **OOCL MONTREAL** on the Westerscheldt river Tuesday morning

Photo : Johnny van de Velde ©

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The **QUEEN CONSTANTINA** laid up in Limassol – photo : Jack van de Valk ©



The tug **SHAHRIAR**, built in 1978 by Damen in Gorinchem (The Netherlands) under the name **GUUL VICTORY**, now owned by Whitesea Shipping in Sharjah UAE
photo : Herbert Westerwal – Westcoasting ©



The **CORAL MEANDRA** seen here arriving in Antwerp – **Photo : Willem Kruit ©**



The tug **MAJU 4** operating in the port of Singapore – **photo : Jaap van Heeren ©**

AIRCRAFT / AIRPORT NEWS

KLM and Air France to ink deal despite job concerns

The final deal between Air France and KLM to create Europe's top airline is ready for takeoff this week, despite strike threats over job guarantees, KLM said on Monday.

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The two national flag carriers announced the 780-million euro (\$911 million) all-share merger two weeks ago, but delayed its finalisation mainly to consult their staff representatives.

Several KLM union officials have said they are disappointed with the job guarantees provided by the company and may decide to strike or take other action in the future, though they are powerless to prevent the signing of the deal on Wednesday. KLM Chief Executive Leo van Wijk held out a three-year truce on forced layoffs, but the unions want to see written guarantees for a longer period.

KLM shares are trading at a 25-percent premium to Air France's offer, with investors pricing in a significant chance that the takeover by the French carrier could be delayed by factors such as union protests or problems with getting backing from U.S. and European regulators. "The signing of the final agreement is more or less a formality," said KLM spokesman Bart Koster. "We have been trying to convince the unions that this deal is the best means of guaranteeing the future of KLM and safeguarding jobs." Koster said that in meetings Van Wijk had promised there would be no forced layoffs for three years. He added that KLM's works council is expected to issue its opinion within two days, but the airline does not have to comply with it.

In the first phase of the deal the two airlines will retain their separate identities within a holding company, with voting control over KLM remaining in Dutch hands for three years to guarantee its bilateral landing rights. "We are relatively positive about this deal, but we would like to have some written guarantees about jobs and other issues," said Ronald Woudstra of the NVLT union representing KLM's ground crew.

Woudstra said NVLT has not considered what action the union would take if KLM did not provide such guarantees. Sjirk Bajema of the Unie union, which also represents some KLM employees, said his organisation would consider strikes as one option to secure concessions from KLM. KLM had announced plans to lay off 4,500 workers in the next two years before unveiling the Air France tie-up plans. Dutch workers fear they might have to take the brunt of any layoffs in the future as KLM will account for just 19 percent of the new company.

The deal, which is scheduled for completion in April 2004, would create the world's third-largest airline behind American Airlines and Delta, with a market capitalisation of about 3.6 billion euros.

Analysts say a successful first combination of two major European carriers will encourage further cross-border consolidation in the overcrowded sector. Italy's state-owned Alitalia has already expressed interest in joining Air France-KLM.

In an interview published on Monday, European Competition Commissioner Mario Monti said he was in favour of consolidation among European airlines and had no bias against a tie-up of the French and Dutch carriers. In mid-afternoon trade KLM shares were up 0.7 percent at 13.54 euros, while Air France slipped 1.1 percent to 13.64 euros.



A Delta Air Lines jet passes another parked jet on the tarmac at Hartsfield Atlanta International Airport in Atlanta, Wednesday, April 18, 2001. Delta Air Lines reported Tuesday, Oct. 14, 2003, a third-quarter loss of \$168 million for the three months ending Sept. 30, compared to a loss of \$330 million for the same period a year ago

RIJNMOND WEATHER

Vooruitzichten van woensdag t/m zaterdag:

DROOG HERFSTWEER!

Aanhoudend zonnig en droog. De stevige oostenwind zal geleidelijk wat in kracht gaan afnemen waardoor de nachten kouder zullen worden met kans op vorst aan de grond.

© Ed Aldus 2003	WO-15	DO-16	VR-17	ZA-18
Maximumtemperatuur:	12	11	11	12
Minimumtemperatuur:	5	4	2	2
Zonnekans in %:	80	80	80	70
Neerslagkans in %:	5	5	5	5
Windrichting kracht:	O-4-6	O-4-5	O-3-5	O-3-4

.... PHOTO OF THE DAY



Capt. Peter Andriessen maneuvers the ferry **PRINS JOHAN FRISO** towards the ferry terminal in Breskens

Photo : Piet Sinke ©

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New York, New York....

After a successful introduction onboard the Post-Panamax container vessel "**Sealand New York**", also the Panamax container vessel "**New York Express**", owned by the Greek ship owner and operator Costamare Shipping Company and chartered by Hapag Lloyd is now equipped with Germanischer Lloyd's Shipboard Routing Assistance (SRA) system. Again Amarcon's Octopus is the heart and front-end view of the system, aiming at economic and safe ship operation.

This state-of-the-art onboard system interfaces with the onboard loading computer, GPS and gyro-compass, the X-band navigation radar from which the actual wave conditions are retrieved, Meteo Consult's SPOS weather forecast system and, optionally, the ECDIS. The actual operating condition of the ship is visualized on the bridge, as well as the effect of change of heading and speed. A route advice is given not only by taking into account the upcoming weather, but also the expected ship's behavior in those conditions. The advice includes optimizing the fuel consumption figures as well.



Navigators feedback

With the aim of reducing and preventing hull damage and container losses, which could arise in a heavy seaway, Amarcon and Germanischer Lloyd (GL) have developed a Shipboard Routing Assistance (SRA) system, based on Amarcon's Octopus software. The main objective of the SRA system is to provide support regarding ship operation to the Master of the ship. As a pilot application, the concept has been implemented in the SRA system that was put into operation in October 2002 onboard the eastbound sailing Post-Panamax container carrier "**Sealand New York**" owned by the Greek shipping company Costamare S.A. Comparison between the measured and predicted vessel response to waves together with the feedback from the navigators confirm the sound functionality of the SRA system. To teach the practical handling of the SRA system in the ship operator's office, a training version was developed and integrated in the training courses. In particular the warning and advice



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regarding possible dangerous combinations of roll and pitch period, wave direction and ship speed is considered as very valuable.

Background Amarcon

AMARCON is specialized in ship and offshore hydromechanics and ship performance predictions in waves. AMARCON has the following products and services:

- Own software products for design and operation of ships and offshore units. SEAWAY and OCTOPUS are the main products
- Maintenance and upgrade of third party customized software.
- Advisory and engineering services.

AMARCON software components are delivered to companies like Germanischer Lloyd, Imtech Marine & Offshore and Meteo Consult.

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