

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 016



**Number 016 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 18-01-2007**

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

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**The PRINSENDAM seen moored in the port of Callao (Peru)**

**Photo : Piet Sinke ©**

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## EVENTS, INCIDENTS & OPERATIONS



An oil spill exercise was held in the port of Jebel Ali

**Photo : Peter Lankester ©**

## Beaches "being ruined by dredging"

Various news sources in the UK have carried reports that Welsh beaches are being ruined by dredging, according to environmentalists.

An iWales report claims that a postcard from the 1950s shows hordes of holidaymakers enjoying a summer's day on the golden sands of Rest Bay, Porthcawl. "Today the same beach is barely recognisable, even taking into account the seasonal difference. There is much less sand, the rocks are more prominent, and visitors are increasingly likely to find themselves walking through alluvial mud."

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Increasing concern over the removal of sand from our beaches for use in the construction industry has prompted a campaign group to call for a moratorium on further dredging.

The Porthcawl Environment Trust, which has drawn particular attention to what it sees as the destruction of Rest Bay, says the Welsh Assembly Government should take urgent action to protect the coastline.

According to a report in the Western Mail, official figures confirm that more than a million tonnes of aggregates a year continue to be removed from the Welsh coastline at nine locations - Barry, Briton Ferry, Burry Port, Cardiff, Newport, Pembroke, Penrhyn, Port Talbot and Swansea.

Gary Victor, who chairs the Trust, said, "We began being concerned about the immediate area, but the more we have looked into it, it's clear that many parts of Wales are affected."

"Tourism brochures try to give the impression that the Glamorgan Heritage Coast is full of sandy beaches that are unchanged from 50 years ago. Yet in fact they are very different from how they used to be, because of the huge amounts of sand removed with the approval of the Assembly Government every year."

"This is a serious environmental issue, yet it is very difficult to get big players like Greenpeace and Friends of the Earth interested. It's time the Assembly Government realised the extent of the damage that has been done and took action to stop any further dredging," he told the newspaper.

The Assembly Government, which issues dredging licences to private companies, said the practice was due to cease off Porthcawl in 2010. It also said that decisions on granting licences had been taken after considering comprehensive Environmental Impact Assessment reports. Increased monitoring has taken place since the last licence was granted in February 2003.

Most of the Welsh coastline is owned by the Crown Estate, whose revenue goes to the Treasury. But the decision on whether dredging should take place rests with the Welsh Assembly Government.

## Brittany Ferries to Exercise with HM Coastguard

While on passage from Portsmouth to Caen, near the Nab Tower, Brittany Ferries' **Mont Saint Michel** will report a fire on board. The ship's fire team will then confirm this is a serious incident and the Master will request shore side firefighting assistance from the Coastguard who will coordinate the incident response. A Coastguard helicopter will receive the scramble via the Lee-on-Solent based Maritime Rescue Coordination Centre after an emergency call has been received from the ship. Hampshire Fire and Rescue officers trained in MIRG procedures will then muster at MCA Daedalus and be taken to the vessel by the helicopter where they will be winched aboard together with their equipment ready to fight any fire on board.



## ITF – FATIGUE “CLEAR RISK”



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A new report commissioned by the International Transport Workers Federation from Cardiff University's Centre for Occupational and Health Psychology has added to what the ITF calls "the worrying portrait of a maritime industry where fatigue is endangering crews, vessels and the environment". The ITF said the report – Adequate Manning and Seafarers' Fatigue: the International Perspective – reveals how far behind the industry is in tackling the problem.

Commenting on the research John Bainbridge, Assistant Secretary of the ITF's Seafarers' Section, said: "This report confirms what we already know. Seafarers are routinely working excessively long hours, endangering themselves and the marine environment. It's time to stop putting seafarers at risk and to learn from the examples of best practice in other industries."

The new report examines international findings and how other industries approach the problem. Among its main findings are that there is "overwhelming evidence" of the existence of maritime fatigue; yet the industry has been reluctant to invest resources into monitoring or preventing it. It notes that in civil aviation, for example, flight time is regulated by the International Civil Aviation Organization (ICAO) Agreement, with a limit of between 70 and 100 hours of flight time allowed over a period of a month (times vary according to different countries' rules), compared with the 98 working hours a week permitted by maritime regulation.

In spite of the long periods spent away from home and the "clear risks to the long term health of seafarers and the evident association between fatigue and accidents at sea", scant progress has been made to regulate and enforce hours of work in the industry. The report also highlights the worrying phenomenon of false record keeping, where seafarers are bowing to pressures that undermine onboard safety and health.

The report calls for a holistic approach to maritime fatigue, encouraging the development of an onboard safety culture underpinned by realistic levels of manning, and a more robust approach to regulation.



The **FREEWINDS** is a regular visitor to the port of Willemstad (Curacao)

Photo : Els Kroon ©

## Seafarer costs hit Skaugen profits

IM Skaugen, the Oslo-listed LPG carrier operator, suffered a fall in net profit to \$11M last year, from \$20.6M in 2005, as fierce competition to find gas-experienced seafarers combined with a weaker lighterage tanker market. Although the company's 18 LPG vessels of 5,000-10,000m<sup>3</sup> capacity, which are placed in the Norgas pool, enjoyed a generally favourable market, the growth of the gas carrier fleet has led to a tighter supply of competent seafarers, with a resulting rise in costs. The group's Skaugen Petro Trans (SPT) lighterage tanker joint venture with Teekay had a "difficult year", as the high cost of chartering Aframax vessels hit the bottom line. Trading improved towards the end

of the year except in the US Gulf, where a fourth-quarter fall in crude price reduced activity. A number of newbuildings on long time charter will enter SPT service starting this year, which will address the venture's need for more tonnage, says Skaugen. The company set up a new Skaugen Marine Construction division last year to manage its 16-ship newbuilding programme in China. The first 3,200m<sup>3</sup> newbuilding was delivered on 3 January on budget.

## Philippines tackles officer shortage

Crewing agents and ship managers in the Philippines have signed a memo of agreement with the country's maritime schools, instituting a set of reforms aimed at improving education and recruitment of seafarers. The agreement calls for co-operation covering everything from standard entrance examinations for new cadets and sponsorship of shipboard training to monitoring and review of licensure exam passers and faculty upgrading. The manning sector has agreed make it a priority to priority shipboard training to cadets of member schools of the signatory party to the agreement, the Philippine Association of Maritime Institutions (PAMI). A manning association spokesman said the agreement shows that the Philippines training sector is pro-active in addressing the shortage of officers in international shipping. She said it is recognised that seafarers' skill and competency needs to be improved, and the issues are to be addressed at the academic level. The manning agents also agreed to launch an organised campaign to promote seafaring as a career among high school students. The agreement was signed by PAMI and the manning associations, which include the Philippine-Japan Manning Consultative Council, Filipino Association for Mariners' Employment, Philippine Association of Manning Agencies and Ship Managers, and the International Maritime Association of the Philippines.



ITC's **SIROCCO** seen off Flushing  
Photo : [www.maritimephoto.com](http://www.maritimephoto.com) ©

## Third ship fingered in Italy crash

Investigations into the cause of a ship collision which left four dead and several injured off the coast of Italy on Monday have implicated a third vessel in the incident.

It is believed that a vessel, thought to be a cargo ferry, may have crossed the path of a container ship moments before the latter collided with a high-speed ferry packed with evening commuters in the Straits of Messina, Agence France Presse (AFP) has reported.

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The collision between the 672-teu **Susan Borchard** (built 2004) and the 392-gt **Segesta Jet** (built 1999) left the captain and three crew members of the Italy-flagged ferry dead and six passengers seriously injured. Fifty-five other people also sustained injuries as many horrified passengers jumped from the ferry on impact. Nobody onboard the container ship was injured.



The ferry had around 130 passengers onboard, mostly workers and students who were returning from Reggio Calabria on the mainland to Messina on the island of Sicily when the accident occurred at around 18:00 local time.

Now AFP has quoted transport minister Allesandro Bianchi, who has visited some of the injured in hospital, as saying "there was a third ship in the area of the collision in the moments immediately before" the incident. It is believed this vessel may have obstructed the view from the bridge of the **Susan Borchard** before it struck the **Segesta Jet** at port side.

The Coast Guard has confirmed that visibility and weather conditions were good at the time of the collision and that the container had right of way in the channel before it struck the ferry.

Three separate investigations have begun into the cause of the collision.

The **Susan Borchard** is owned and operated by Reederei Bernd Sibum of Haren, Germany, and has insurance cover with the North of England P&I Association. The Italy-flagged **Segesta Jet** is owned by Rete Ferroviaria, the Italian State Railways company, and is classed by RINA.







The **PACIFIC BUCCANEER** seen arriving in Mossel Bay  
Photo : Ronny Meyer ©

## CASUALTY REPORTING

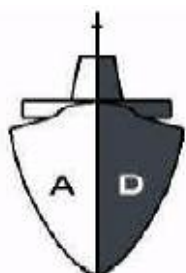
### Containers swept from Unifeeder ship

Ten containers were swept into the North Sea near Germany's Elbe estuary when the 700-teu vessel **JRS Canis** encountered a series of 7-8m waves, German waterways police said. The 2006-built ship classed by Germanischer Lloyd and operated by Unifeeder, was en route from Bremerhaven to St Petersburg during one of the fiercest storms seen this winter. The German emergency response vessel **Mellum** is reported to be on site for recovery of the cargo and a traffic warning has been sent out to passing ships. A police spokesman told Fairplay that the lost boxes were not declared to contain hazardous cargo. A number of damaged containers have remained on board the **JRS Canis**, which is expected in Hamburg later today for detailed surveys by the authorities and insurance experts.

## NAVY NEWS

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The **F 229 LANCASTER** visited the port of Willemstad (Curacao) - **Photo : Els Kroon ©**

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Two latest newbuilding from Damen shipyard named **ABEILLE MALABATE** and the **ABEILLE SPARTEL** seen "kissing" eachother in Rotterdam-Caland canal during their acceptance trials. - **Photo : Jan Oosterboer ©**



## Samsung Heavy Industries reports record profit

Korea's Samsung Heavy Industries Co., the world's second-largest shipyard, said Tuesday (Jan. 16) that its earnings more than doubled last year, thanks to increased orders for high-priced vessels.

Net profit increased 123 percent to a record 166 billion won (\$177 million) last year, up from 74.3 billion won the previous year, the company said in a regulatory filing.

Operating income stood at 98.6 billion won last year, compared with a loss of 4.3 billion won in 2005, while sales increased 14.5 percent to 6.35 trillion won over the cited period, the company said.

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## TEN Buys-Back Aframax Tanker Olympia

Navigation Ltd. (TEN) announced that it has taken delivery, pursuant of the exercise of its option in October 2006, of the 1999-built double-hull Aframax tanker **Olympia** from the German KG house to which it had sold the vessel in 1999. The purchase option was exercised at \$31.1 million while its fair market value is estimated to be approximately \$60 million. The vessel is currently operating in the spot market and will remain so for the foreseeable future. Separately, the Company also announced the delivery of the 1989 double-hull Panamax tanker **Bregen** to its new owners, resulting in a \$5 million capital gain which will be recorded in the first quarter of 2007. The Company also announced that two sister Panamaxes in the fleet, the 1990-built double-hull **Hesnes** and **Victory III**, have terminated their pooling obligations and have commenced their new employment with a major South American state oil company. The long-term charters for periods up to 25 months, could generate gross revenues in excess of \$35 million over the corresponding period.

## Mombasa port will now operate 24 hours.

The Government last June directed the port operate without closing to make the facility more efficient in serving the northern corridor.

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Stakeholders signed an agreement on Wednesday to implement the 24-hour operation within the next 30 days.

Finance Minister, Mr Amos Kimunya ordered for the 24-hour working of the port in his Budget last June.

Kimunya at the same time scrapped excess cargo storage charges at the port. The signing of the accord was at Bandari College, a move expected to lower costs of business at the facility serving the regional hinterland in the northern corridor. Kenya Ports Authority (KPA) Managing Director, Mr Abdalla Mwaruwa said in addition to improved operations, there was need reduce clearance procedures at the port.

Kenya Bureau of Standards (Kebs) Managing Director Dr Kioko Mang'eli urged port users to be committed to the smooth implementation of the new port working schedule and standards.

"We are implementing a new working schedule must the rules on standards are still the same and must be observed," Mang'eli said. Commissioner of Customs, Ms Wambui Namu said the Kenya Revenue Authority (KRA) was ready for the new schedule, having established a 24-hour documentation centre in Nairobi.

"KRA is ready in terms of cargo documentation after opening its clearance centre last year," Namu said. Stakeholders who signed the Memorandum of Understanding (MoU) on the new operations were KPA, Kebs, KRA, Port health, Kenya Plant Inspection Services and police among others. The port handled 14.4 million tonnes of cargo last year was from 13.28 million tonnes in 2005.

Meanwhile, the tough tax compliance enforcement measures by Kenya Revenue Authority (KRA) to recover Sh9 billion are paying off, a top official said on Wednesday. Commissioner of Customs Services Ms Rose Wambui Namu said KRA has started recovering the revenue. In an interview with The Standard in Mombasa, Namu said after the suspension of clearing and forwarding companies, some banks and an insurance company from executing bonds for cargo, there was commendable compliance.

"We are happy with the level of compliance and we are confident we will recover the revenue," she explained. Namu said KRA suspended firms acting as principals and guarantors for transit and manufacturing bonds to recover taxable funds. She said taxes were tied up in bonds executed on materials for manufacturing and transit cargo, which made KRA to resort to tough measures to safeguard the country's revenue. "After effecting the measures, we have initiated



The Damen built **SILNI** seen during yard trials – Photo : Michel Kodde ©



\*\*\*\*\* [www.vanbeest.nl](http://www.vanbeest.nl) \*\*\*\*\*

## Husky Plans \$600m Expansion at White Rose

According to reports, Calgary-based Husky Energy is planning a \$600-million expansion of the White Rose oil field on the Grand Banks. The company is proposing to develop up to 25 million barrels of oil by late 2009 using what's known as a subsea tieback to the field's existing production infrastructure. The additional oil was found several years ago during exploration drilling in the southern part of the White Rose field. It was declared a significant discovery in 2004. Subsea tiebacks are commonly used in the North Sea to develop small pools of oil and gas up to 30 kilometres away from an existing production platform. In this case, the White Rose southern extension is about four kilometres away from the field's southern glory hole, a man-made crater dredged in the ocean floor. Husky owns 72.5 per cent of the oil field, while Petro-Canada owns the remaining 27.5 per cent. The White Rose field produced first oil in November 2005, and by the following February, Husky was considering ways to develop the southern extension. In September 2006, Husky filed documents with the Canada-Newfoundland and Labrador Offshore Petroleum Board applying for an amendment to its development plan that would allow for a southern extension.

## Cruise industry sees strong start to 2007

The cruise industry is seeing a strong start to the year and expects to carry about 4 percent more passengers in 2007, an industry group said Wednesday. Cruise companies, such as Carnival Corp. and Royal Caribbean Cruises Ltd., had a turbulent 2006 due to high fuel prices and weakness in the Caribbean market.



Swan-Hellenics **MINERVA II** seen arriving in the port of Callao (Peru)

Photo : Piet Sinke ©

But industry executives said early indications were the crucial first few months of 2007 were shaping up well. The so-called "wave season," from January through March, traditionally produces the heaviest cruise booking activity of the year.



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"You can call any travel agent today, and they would say that they are very, very busy right now," Dan Hanrahan, president of Royal Caribbean's Celebrity Cruises, said at a Cruise Lines International Association press conference in New York.

The industry group, representing 21 cruise lines and 16,500 travel agencies, said a survey of its agents pointed to "a very good wave season." "They were very optimistic about the year in its entirety," said Terry Dale, chief executive of the association. "They are seeing bookings anywhere from six months and out."

The association also predicted that the industry would carry 12.62 million passengers in 2007, an increase of 500,000 people from last year, as cruise companies add more ships.

# THE INNOVATIVE DUTCH AT INMEX MALAYSIA 2007

### The Dutch present their latest news

From January 23rd until 25th, Holland Marine Equipment Association (HME) will organise the Holland Pavilion at INMEX Malaysia in Kuala Lumpur. The Holland Pavilion is situated in Hall 5. The Dutch participants will show their maritime

highlights to decision makers of the Asian maritime market, like the offshore services (LNG, repair, diving, underwater pipelines etc.), shipping, and shipbuilding industries.

### Holland Pavilion

All participants present in the Holland Pavilion are pleased to welcome you, and discuss new business opportunities or renew existing relations. Product development, cooperation, and expansion of know-how are the strengths of the Dutch maritime industries.

The Dutch marine equipment sector is renowned for its high quality products and services, and export experience. Over the last few years many Dutch maritime suppliers have established foreign offices, therewith establishing a worldwide service network.



Feel welcome to visit the Holland Pavilion during INMEX Malaysia in Hall 5 at the Kuala Lumpur Convention Centre!

The participating companies are:

- HRP Asia Pte Ltd
- JNE Netherlands BV
- Kooren Shipbuilding and Trading
- Max Cargo
- Transocean Coatings
- CEVA Logistics
- MITS (Malaysian Innovative Technology Services)



STEMAT's **REBECCA-S** seen in Tanger (Morocco)  
Photo : Jacoo van de Nieuwenhuyzen ©

## Second ship blow for Speedferries

English Channel fast ferry operator SpeedFerries has postponed its long-term plan to introduce a second vessel. The plan had been to start the second vessel from Easter offering eight round sailings a day on its Dover-Boulogne route. The company is now indicating that negotiations for a second ferry are continuing but that it will be May at the earliest before it can commence operation. SpeedFerries has given no reason for this delay but Fairplay understands that the company which would have provided the ferry in time for an early April start has changed its own plans and needs to hold onto the vessel for longer than anticipated. The vessel in question is understood to be a 91-m Incat, larger than the 83-m **Speed One**, and able to carry more cars. The second ship is important to SpeedFerries as the company has been operating at a loss or breakeven, and needs additional capacity to turn a profit.

## Delivery of Stena Poseidon

The product tanker **Stena Poseidon** has been delivered from Brodosplit Shipyard in Split. The **Stena Poseidon** is jointly owned by Concordia Maritime and Neste Oil on a 50-50 basis and Neste Oil has chartered the vessel for 10 years. The **Stena Poseidon** is a so-called Panamax tanker, i.e. it is designed to be able to pass through the narrow passages in the Panama Canal's locks. In addition, it has been built to Ice Class 1 A specifications, which means that it is able to sail at a speed of five knots in a channel with 1.0 metre thick ice. It provides a 360o view from the bridge together with an extra large cargo intake and adjustable propellers for greater maneuverability when sailing through ice. The **Stena Poseidon** was named at Brodosplit Shipyard in Split at the end of last year together with her sister **Palva**, which is also jointly owned by Concordia Maritime and Neste Oil on a 50-50 basis. The **Palva** has been chartered for 10 years and is expected to be delivered in about a month. The two vessels will operate in part in the Baltic Sea and have Finland as their starting point for voyages to North America.

## MOVEMENTS

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The **PIONER YAKUTII** seen enroute Rotterdam - Photo : Frits Janse ©





The **MAERSK ROSTOCK** was renamed in **DELMAS LISBOA** in the port of Antwerp

Photo : Richard Wisse ©

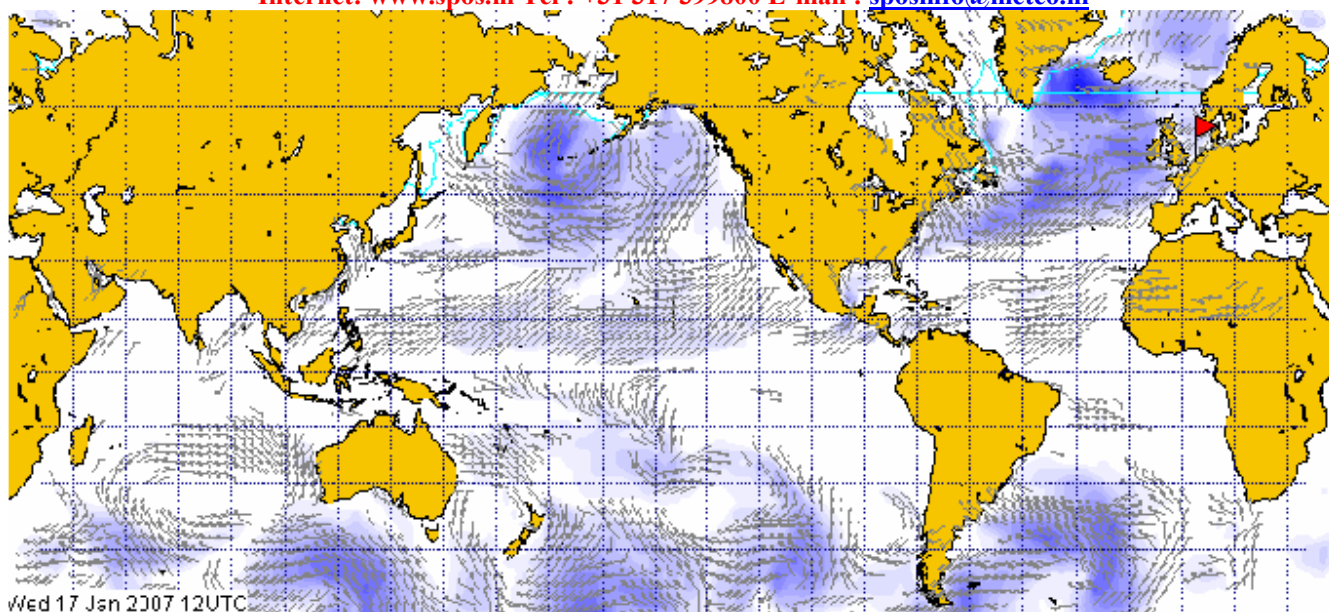
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

## KNMI geeft opnieuw Weeralarm

Donderdag krijgt Nederland opnieuw te maken met storm, windkracht 9. Het KNMI heeft woensdagavond opnieuw een weeralarm uitgegeven. De storm is waarschijnlijk zwaarder dan die van vorige week donderdag. In het noordelijk kustgebied is zelfs een zware storm, windkracht 10 mogelijk. Verraderlijk zijn vooral de zeer zware windstoten van 100 tot 120 km/uur tot diep in het binnenland. Het KNMI adviseert de waarschuwingen en weerberichten vandaag en morgen op de voet te volgen!

De storm en de windstoten leveren gevaar op en kunnen gemakkelijk leiden tot schade. De storm van donderdag wordt waarschijnlijk zwaarder dan die van vorige week donderdag en gaat bovendien vergezeld van veel regen.

Het hoogtepunt van de storm met de zwaarste windstoten wordt donderdag in de tweede helft van de middag en in de avond verwacht.

## .... PHOTO OF THE DAY ....



The **MILAN EXPRESS** seen outward bound from Rotterdam

Photo : Henk van der Heijden ©

## .....WHO IS WHO.....

\*\*\*In this section the contributors to the **SHIPPINGNEWS CLIPPINGS** will be introduced to the readers\*\*\*

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The editor of the newsclippings **Piet Sinke** with left **Paul Kroonenburg** and on the right **Florian Riemersma**, the shipspotters onboard the **Prinsendam**, which are contributing regularly pictures to the newsclippings, the **Prinsendam** visited the port of Callao during her 66-days cruise around South America and Antarctica.

**Thanks guys for the tour onboard and the lunch !!**

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