

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 091



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The EIDE TRAVELER – Photo : Willem Koper ©

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EVENTS, INCIDENTS & OPERATIONS



The **GPS Atlas** working at Rotterdam on the salvage of the heavily damaged oil jetty of Maasvlakte Oil Terminal.

Photo : GPS – Marine ©

ROV Inspection at SEA DIAMOND

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Greek rescuers will deploy an ROV to search for the bodies of two French tourists believed to have drowned when a cruise ship sank off a resort island last week.

The ship's captain has blamed Thursday's accident on sea currents that swept the **Sea Diamond** onto a charted reef, tearing a hole in the ship's hull. Nearly 1,600 people were rescued before the vessel sank.

Some of the oil that has leaked from the ship has washed ashore, Santorini Mayor Angelos Roussos told The Associated Press, though he added that "the clean-up company has the situation under control."

Roussos said the island's local government would not take legal action against the company that operated the ship, Louis Cruise Lines, part of a Cyprus-based tourism group. But he said he was concerned about how to guard against such accidents.

"Our island and its beaches are of unique natural beauty and we must protect them in the best possible manner," the mayor said. "The island's economy depends on tourism."

An oceanographic vessel due at Santorini early Tuesday will deploy the unmanned sub to take footage of the wreck, looking for the missing passengers and the ship's voyage data recorder, the Merchant Marine Ministry said on Monday.

Jean-Christophe Allain, 45, and his 16-year-old daughter, Maud, are believed to have been trapped in a flooded lower cabin. The missing man's wife told authorities she had narrowly escaped from the cabin.

The rest of the passengers, most of them Americans, reached safety after scrambling onto lifeboats, crossing narrow gangways and climbing down rope ladders.

The 21-year-old **Sea Diamond** sunk some 15 hours later, causing an oil slick that experts worked to clean up on Monday. Crews worked to contain more than 50 tons of oil spilled since the 143-meter vessel sank, while plans were made to seal off or remove the remaining 400 tons from the wreckage.

One official involved in the clean-up, who asked not to be identified because of the sensitivity of the issue, said as many as 100 tons may have leaked out.

Although the spill appeared to pose no immediate threat to Santorini's main beaches, the fate of the remaining oil on board was a concern. "The oil is continuing to leak from the vessel. ... The situation is being contained in the present conditions," said Vassilis Mamaloukas, who is leading the clean-up operation for private Greek contractor Environmental Protection Engineering SA.

"Our priority is to pump the oil from the source of the leak, because it is difficult to control oil from a leak from such a depth. ... If the weather conditions are not favorable we may lose that control."

Investigators questioned island boatmen over allegations the crew delayed starting the evacuation. Six crew members of the Greek-flagged ship, including the captain and chief mate, have been charged with negligence.

Coast guard divers on Monday inspected the site of the wreck — under the 300-meter (1,000-foot) high volcanic cliffs that make Santorini a major tourist attraction — but the depth and security concerns stopped them from entering the hulk, said a spokesman for the Merchant Marine Ministry. "They could not enter the wreck, which lies about 130 meters deep, as it still has not yet reached the sea bottom and has a tendency to shift," he said.

Once they are able to reach the hull, divers working to retrieve trapped oil would plug any leaks, either oil spilling from the containers' vents or from holes caused during the ship's grounding, said Dick Fairbanks, vice president of Titan, a Fort Lauderdale, Florida-based marine salvage company. Next they would attach pumps to the container to bring the oil up to the surface.

The process is expensive and some companies choose not to salvage sunken oil, Fairbanks said, though he thought the Greek government might force the company to retrieve the oil and possibly to remove the entire wreck.

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A sunken ship can be a navigational hazard to other vessels, he said. "You only dump ships at sea as a last resort," he said.

The ship foundered in fair weather, in a sea-filled crater formed 3,600 years ago when a devastating volcano eruption tore out the heart of Santorini, sending molten rock, ash and pumice into the sky. Waters reach a depth of 380 meters (1,200 feet) in the area.

Members of the Santorini boatsmen's association played a key part in the three-hour rescue effort off the holiday island's main port, and were being questioned on Monday by the investigators looking into allegations made about the ship's crew.

Association head Gerasimos Kanakaris said he tried for 15-20 minutes to contact the captain for instructions. "He did not respond. ... He responded much later," Kanakaris said. "But the evacuation was orderly. The crew used everything at their disposal."

A total of 1,156 passengers and 391 crew were traveling on the four-day Aegean Sea cruise, and included groups from Canada, Britain, Spain, France, Australia and the Dominican Republic.

NOTE :

ALL PERSONS WHICH HAVE SEND PHOTOS TO NEWSCLIppINGS@GMAIL.COM THE LAST FEW DAYS ARE KINDLY REQUESTED TO RESEND THEM, DUE TO TECHNICAL COMPUTER PROBLEMS I LOST THIS EMAILS WITH THE PHOTOS.



Ship Docks Safely

An Indian merchant dhow seized and then released by Somali pirates docked in Mogadishu on Sunday (08 Apr), following a week in which two other Indian vessels were also attacked, a maritime group said.

Freed by the pirates on Friday, the ship **Nimatullah**, carrying 800 tonnes of clothes, food, cosmetics and other items, was due to offload its cargo and return to Dubai in two days.

Pirates seized the ship off Mogadishu a week ago and held its 14 crew hostage, demanding \$20,000-\$50,000 in ransom, said Andrew Mwangura, director of the Seafarers' Assistance Programme in the Kenyan port of Mombasa.

The **Nimatullah** and the **Rozen**, a ship chartered by the World Food Programme seized in February, were both released late on Thursday from where they had been held, 3 km (1.5 miles) from the fishing village Dhighiley in the northern Puntland region.

The **Rozen** is due back in its home port of Mombasa later this week, Mwangura said. Two other Indian vessels were attacked this week in the latest upsurge of piracy on the Somali coast, Africa's longest and one of the world's most dangerous for merchant shippers, Mwangura said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 091

Gunmen on speedboats opened fire on Thursday on the ship Sahiba near the Somali port of Kismayo, but the Indian dhow escaped after the pirates experienced engine failure.

Another Indian-registered vessel, the **Nishan**, was anchored off the Somali capital Mogadishu on Tuesday when armed pirates appeared, but port authority guards in speedboats chased them away.

MARITIEM MONUMENT ONTHULD IN MAASSLUIS



De onthulling van het Maritiem Monument in Maassluis afgelopen zaterdag

Foto : Ruud Timmermans ©

Burgemeester **Koos Karssen** van Maassluis onthulde het monument voor gevallen zeelieden. In zijn toespraak heeft de burgemeester alle slachtoffers gememoreerd die in de geschiedenis van Maassluis op zee zijn gebleven. Zowel de gevallen in de visserij, de zeevaart als de sleepvaart herdacht hij in zijn toespraak voor de onthulling.



The **DMS EAGLE** seen moored in Sharjah Port (UAE) – Photo : Jacob Versteeg ©

CASUALTY REPORTING

20 missing after ships collide off China coast

Two cargo ships collided Sunday off China's eastern coast, leaving 20 crewmembers missing, an official said. Efforts were underway to find the missing sailors, said a man surnamed Wang who answered the phone at the office of the marine police in Zhejiang province's city of Taizhou.

Wang did not give details, but the official Xinhua News Agency said a 17,061-ton Chinese vessel collided with a Cambodian ship at about 4 a.m., causing the 6,500-ton Cambodian vessel to sink immediately.

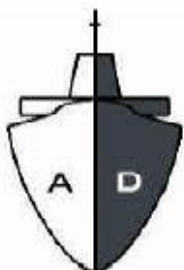
Nineteen of the missing sailors are Chinese while the remaining one is Indian, Xinhua said.

Xinhua also said local authorities have dispatched two rescue boats to the scene, and that the cause of the collision was under investigation.

NAVY NEWS

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Saturday the 1962 built La Fragata **Libertad** left Buenos Aires on a 8month tour around the world. After a 2 year period of extensive maintenance- repairs and refitting a.o. the accommodation was prepared for female cadets ,who will participate this year for the first time, this beautiful tall ship left again and will be Argentines floating ambassador and visiting card in many ports.

Among the ports visited will be New York - Amsterdam - Genoa etc.

As one can see at the photo many small vessels bade farewell with horns - flags and wished her and the crew a safe trip.

Photo : Paul Braeken ©

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TECHNICAL DATA LIBERTAD

D: 3,165 tons (3,765 fl) **S:** 12.5 kts
Dim: 103.7 (94.25 hull; 79.9 pp) × 14.31 × 6.75
A: 1 76.2-mm 50-cal. DP; 4 single 40-mm 60-cal. Bofors Mk 3 AA; 4 single 47-mm saluting cannon
M: 2 Sulzer diesels; 2 props; 2,400 bhp—sail area: 2,683.5 m² max.
Range: 12,000/. . . **Crew:** 26 officers, 192 enlisted, 54 cadets

Foremast is 48.66 m high, mainmast 50 m, and mizzen 43.17 m. Has extensive medical and dental facilities.

\$7.5 million more for DDG 1000

Northrop Grumman Ship Systems, Pascagoula, Miss., is being awarded a \$7,499,944 cost-plus-award-fee modification to previously awarded contract N00024-06-C-2304, for DDG 1000 Zumwalt Class of Destroyer research, development, test and technical services. Work will be performed in Pascagoula, Miss. (75.53 percent); Herndon, Va. (9.77 percent); Aberdeen, Md. (3.33 percent); Annapolis, Md. (2.93 percent); San Antonio, Texas (2.00 percent); El Segundo, Calif. (1.99 percent); Pt. Mugu, Calif. (1.28 percent); Linthicum, Md. (0.69 percent); West Bethesda, Md. (0.67 percent); Washington, D.C. (0.57 percent); Reston, Va. (0.51 percent); Arlington, Va. (0.40 percent); Newport News, Va. (0.33 percent), and is expected to be completed by September 2007. Contract funds in the amount of \$7,499,944, will expire at the end of the current fiscal year. The Naval Sea Systems Command, Washington, D.C., is the contracting activity.

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Installation of the new stinger at the **AUDACIA** at Keppel-Verolme by the sheerlegs **MATADOR 2**
Photo : Kok Muijsson ©



The **REGATTA** seen entering the drydock in Marseille
Photo : Thijs van Steensel ©

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The **PACIFIC SABRE** seen moored in Mosselbay – Photo : Ronny Meyer ©

Cruise ship given traditional UAE welcome

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Dubai: The German cruise ship **Europa** docked at the Dubai Cruise Terminal in Port Rashid for a two-day stay with 593 passengers and crew aboard. The vessel arrived from the Indian city of Mumbai and left for Bandar Abbas and Fujairah. The passengers were mostly German. They and crew members were accorded a traditional Arabian welcome at the state-of-the-art terminal, operated by the Dubai Department of Tourism and Commerce Marketing.



Crane operators end strike at major southern Chinese port

Several hundred workers at a major southern Chinese port have ended a strike after securing a pay raise and receiving clearance to organize a union, news reports and an employee at the port operator said Monday.

Crane operators at the Yantian International Container Terminals, or YICT, near the southern boomtown Shenzhen stopped working from Friday evening to the early hours of Sunday, a man who answered the phone at the port's offices said.

The employee said the strike was resolved but added that he did not have information on what the workers demanded and what concessions management made. "We reached an agreement," he said. He declined to give his name because he is not an authorized spokesman. The employee said he did not know how many workers went on strike and that the port was still assessing how badly the strike affected its operations.

YICT moved more than 7.6 million of the entire Shenzhen port's total throughput of 16.2 million twenty-foot equivalent units of containers in 2005, which made the southern Chinese city the world's No. 4 port that year, according to YICT's Web site.

Hong Kong's Wen Wei Po newspaper said more than 300 workers went on strike. Citing anonymous sources, it reported that management agreed to raise wages by 3 percent. It wasn't immediately clear how much the workers currently make.

The national average annual urban wage was 11,759 Chinese yuan (US\$1,522; €1,139) in 2006, or 980 yuan (US\$127; €95) a month, according to government statistics, although wages at a major port are likely much higher.

The South China Morning Post reported the workers also won the right to organize a union. The employee at the port operator said the workers don't need management approval to set up a union and that it doesn't oppose such a move.

The Post quoted an unnamed worker at the Yantian port as questioning whether the union would protect workers.

"The general trade union of Shenzhen and the management will set up the union, not the workers themselves. We don't even have the right to elect the union head," the worker was quoted as saying. China does not allow workers to organize independently, requiring all such activities to take place under the oversight of the All-China Federation of Trade Unions, the national umbrella group for government-approved unions.

Labor activists are frequently jailed and harassed. Shenzhen's government characterized the incident as a labor dispute but didn't give details in a statement on its Web site.

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The statement said city labor and union officials helped resolve the dispute. The publicity department of the Shenzhen government declined further comment. The Post reported an earlier strike in Yantian, with container-packing workers walking out on March 24 to demand higher salaries.

The YICT employee confirmed the date of that strike and said it involved one of its contractors. He said the strike was resolved but that he didn't know what the workers demanded and what concessions the contractor made. YICT is a joint venture between the Hutchison Port Holdings Group and Shenzhen Yantian Port Group. Hutchison Port Holdings is a subsidiary of the Hong Kong conglomerate Hutchison Whampoa Ltd., controlled by tycoon Li Ka-shing, the world's ninth richest person, according to Forbes magazine.



Afloat repairs of the bowthruster of the **FRANK** seen in Rotterdam-Caland canal

Photo : Arie Verheij ©

DP World sees 75% rise in container handling capacity

DP World is projecting a 75 per cent increase in container handling capacity at its terminals worldwide as it pursues new projects worth billions of dollars. The company said it achieved a throughput of 42 million TEUs (twenty-foot equivalent container units) in 2006, an increase of 16 per cent on DP World and P&O's combined volume of 2005.

British port group P&O's \$6.8-billion acquisition in early 2006 made DP World the world's third biggest terminal operator by container volume. It had a total capacity of 48 million TEUs at the end of 2006, but sold its business in the US in March this year.

"That capacity is set to increase significantly in coming years with a committed pipeline of expansion and development projects in key growth markets, including India, China and the Middle East. Capacity will rise to around 84 million TEUs by 2016," the company said. A DP World spokesperson told Gulf News the operations at six US terminals, part of the P&O purchase, were only "a small part of our portfolio."

Apart from selling the US business, DP World also sold its minority share in two terminals at Shekou and Shenzhen in China in February. The Americas region contributed around nine per cent to total throughput in 2006.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 091

In 2005, throughput at the P&O Ports North America terminals was 2.2 million TEUs, according to Drewry Shipping Consultants.

DP World now operates 42 terminals in 22 countries, with the biggest facility being Jebel Ali Port. At 8.92 million TEUs, DP World's UAE operations accounted for about 21 per cent of the company's total container throughput.

The company is investing \$5 billion in new developments in the next three to five years. Jebel Ali Port is undergoing a \$1.5-billion expansion that will increase its capacity from 9 million TEUs to 15 million in 2008. Of the 25.5 million TEU capacity under development, 11 million TEUs will be ready by 2010.

The biggest expansion outside the UAE is in China, where DP World is building facilities with a capacity of 6 million TEUs



The **AGUA RUNNER** is sold to Wagenborg and renamed in **ESONBORG**, seen above at the Den Breejen shipyard for drydocking and a fresh coat of paint prior departure to the Northern part of the Netherlands

Photo : Henk van Milligen ©

NIEUWE VEERDIENST NAAR SCHIERMONNIKOOG

Sinds 1 april vaart de snelle catamaran **ESONBORG** van Wagenborg een geregelde passagiers dienst tussen Oostmahorn (Esonstad) via de sluis in Lauwersoog naar Schiermonnikoog. De **Esonborg**, toen nog eigendom van rederij Doeksen, heeft voorheen o.m. gevaren op de randmeren in een dienst tussen Huizen en Almere.



De **Esonborg** in de sluis van Lauwersoog.

Photo : Pim Korver FILM+VIDEO ©

De **ESONBORG** vertrekt 'smorgens uit Esonstad (Oostmahorn) via het Lauwersmeer naar Schiermonikoog en keert van het eiland naar Oostmahorn terug aan het eind van de middag. In de tussen tijd vaart zij enkele diensten tussen Schier en Lauwersoog v.v. wanneer daar behoefte voor is.

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The livestock carrier **POLLUX** seen off Malta
Photo : Lawrence Dalli ©



The **LEDA MAERSK** seen approaching Rotterdam-Europoort
Photo : Willem Koper ©

AIRCRAFT / AIRPORT NEWS

Dutch Spotters Convention

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Luchtvaartbeurs - 14 april 2007 - 10.00-16.00 uur - Rotterdam Airport

Op zaterdag 14 april organiseren de stichtingen Airnieuws Nederland en de Dutch Aviation Society voor het elfde achtereenvolgende jaar weer een luchtvaartbeurs die al jaren bekend staat onder de naam Dutch Spotters Convention (DSC). De Dutch Spotters Convention vindt net als voorgaande vier jaren in de terminal van Rotterdam Airport plaats. De luchthaven vierde in 2006 haar vijftig jarig bestaan.

In het luchthavengebouw zullen tientallen stands zijn opgesteld met dia's, foto's, video's, boeken, tijdschriften, DVD's/CD's, ansichtkaarten, vliegtuigmodellen en vele andere verzamelobjecten gerelateerd aan de luchtvaart. Ook andere verenigingen en bedrijven verbonden met de luchtvaart en luchtvaarthobby zullen aanwezig zijn. Gedurende de dag zullen - onder voorbehoud - rondritten over het platform, 'achter de schermen van de luchthaven', worden verzorgd. Tussendoor is het restaurant van de luchthaven een prima plaats om even onder het genot van een kop koffie en/of een broodje bij te praten met vrienden en collega-hobbyisten.

De beurs is daarom niet alleen voor vliegtuigspotters bedoeld, maar zeker ook voor andere hobbyisten en geïnteresseerden in zowel de militaire als burgerluchtvaart. Rotterdam Airport, Airnieuws Nederland en de Dutch Aviation Society nodigen elke luchtvaartliefhebber dan ook van harte uit om op zaterdag 14 april 2007 naar Rotterdam Airport te komen.

Rotterdam Airport is per auto bereikbaar via snelweg A13. Bezoekers van de spottersbeurs kunnen (**kosteloos**) parkeren op P1 of P3 (lang parkeren). Bij de Airnieuws-stand kunt u uw inrijkaart kosteloos laten omzetten in een uitrijkaart. Zie voor een routebeschrijving naar de luchthaven www.rotterdam-airport.nl.

Rotterdam Airport is ook per bus 33 bereikbaar vanaf het Centraal Station (reisduur ongeveer 25 minuten). Voor meer informatie en de dienstregeling, zie www.rotterdam-airport.nl.

Toegang tot de luchtvaartbeurs is kosteloos. De beurs duurt van 10.00 tot 16.00 uur.

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3043 GT Rotterdam

Piet Meijerink 06-21551359
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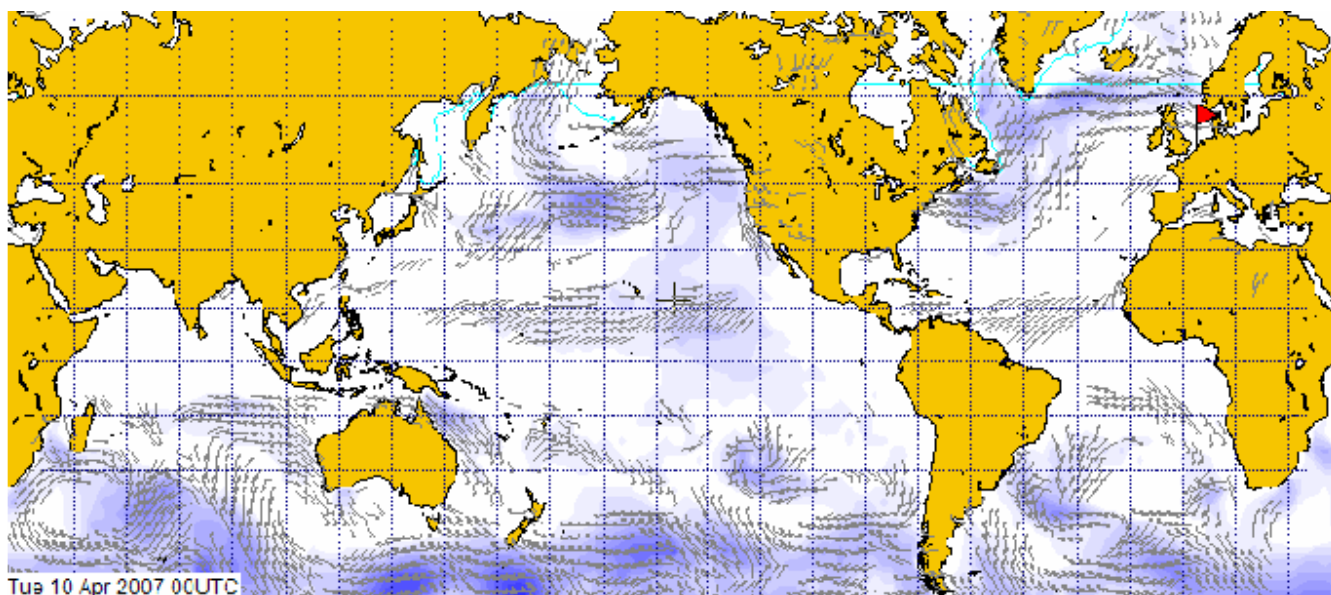
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

.... PHOTO OF THE DAY



The **DUTCH SPIRIT** seen leaving DOW Chemicals in Terneuzen.

Photo : Henk de Winde ©

BOEKBESPREKING

Door : Frank NEYTS

“De Wereld van Michiel de Ruyter”

Het jaar 2007 is uitgeroepen tot het **Michiel de Ruyterjaar**. Vierhonderd jaar geleden, op 24 maart 1607, werd Michiel Adriaanszoon de Ruyter geboren in Vlissingen. In het boek “**De Wereld van Michiel de Ruyter**”. De trots van Zeeland” geeft Veronica Frenks een verhelderende kijk op de figuur Michiel Adriaanszoon de Ruyter en schetst zij de omstandigheden die hem tot Nederlands beroemdste zeeheld maakten.

Deze uitgave verscheen op 23 maart 2007 ter gelegenheid van de tentoonstelling ‘De trots van Zeeland, de wereld van Michiel de Ruyter’ in het Zeeuws maritiem muZEEum te Vlissingen. De tentoonstelling is te zien tot en met 30 september 2007.

Hoe kan het dat de zoon van een bierdrager het bracht tot admiraal van de Nederlandse vloot en tot op de dag van vandaag geldt als een van de bekendste Nederlanders? Wat was de invloed van het welvarende zeventiende-eeuwse Zeeland waarin hij opgroeide? Welke rol speelde de zeevaart met zijn koopvaardij, kaapvaart en visserij? En in welke mate hebben vooral de Engelse zeeoorlogen, de opkomst van de zeeschilders en de mythevorming rondom zijn persoon bijgedragen aan zijn roem? Op al die vragen poogt Veronica Frenks een antwoord te geven.

“**De Wereld van Michiel de Ruyter**” (ISBN 978.90.5730.407.1) telt 96 pagina’s en werd als paperback uitgegeven. Het boek kost 19,95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289.

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