

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 014



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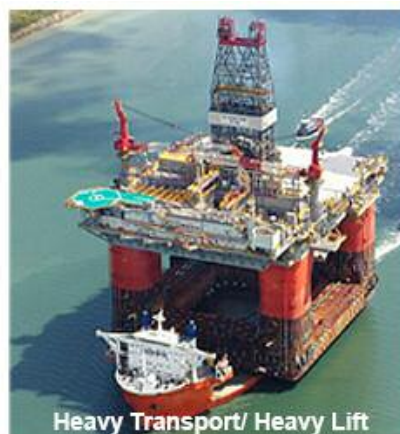
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**The SMIT EBRO seen operating in the port of Rotterdam
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The 1984 built **MSC AUSTRIA** seen off Rio Grande, built as the 3584 TEU **LAUST MAERSK**, renamed in 2001 in **MAERKS TOYAMA**, followed by **SAFMARINE VICTORY** in 2002, **MSC ATTICA** in 2004, **MAERSK TOYAMA** and now named **MSC AUSTRIA**, at present the vessel is owned by Guildmore Navigation S.A., Piraeus/Greece

Photo : Marcelo Vieira (c)

Flying jellyfish stings fisherman 25 mtr in air

The man was airlifted to the Mackay for treatment of Irukandji Syndrome on Sunday. (RACQ-CQ Rescue)
A man who was stung on the face by an irukandji jellyfish while on board a commercial ship in north Queensland remains in hospital in a stable condition. The 45-year-old Filipino was aboard the Singaporean registered bulk carrier **Konmax**, at Abbot Point, north of Bowen, on Sunday when the freak accident occurred. A spray of seawater carried the jellyfish 25 metres up, hitting the man as he stood on the deck and leaving him with a nasty sting.



"This is one of the most fascinating tasks I've worked on," air crewman Geoff Abrahams, who aided the response of the RACQ CQ Rescue helicopter on Sunday afternoon, said.

"Realistically, what are the chances of being stung by a jellyfish when you are safely on board a bulk carrier 25 metres above the water. It's really incredible." The helicopter landed on the bulk carrier, **Konmax**, and flew the man to Mackay Base Hospital, where tests confirmed he had been stung by the jellyfish

Scrapping older vessels among key factors to relieve dry bulk market from strains in 2010

A total of 600 or more dry bulk carriers were scrapped during 2009, which inevitably can be regarded as one of the record years in terms of demolition activity, with ship owners getting rid of their older vessels, in order to help their younger ones survive the turbulences of the freight market. Including all other ship types, a record breaking 1,244 units were decommissioned during the course of the previous year, a figure that is comparable to the number of ships scrapped collectively during the previous five years (2004-2008). Apart from bulkers, the numbers included 206 container ships, 204 tankers (28 of which were gas carriers) and 103 car carriers.

According to shipbroker consultants N. Cotzias Ltd., 34.6 million tons of carrying capacity were removed from the market. For 2009, India got the Lion's share in terms of units taken with 473 units, China 2nd with 271 units, Bangladesh 3rd with 211 units and Turkey 4th with 105 units. Average prices were for the whole year around the \$270 per ton mark and that number includes the price offered by Turkey. Another recent report, this time by Barry Rogliano Salles indicated that over the past two weeks demolition prices have rallied in all markets and are currently as follows: India US\$330/LT, Bangladesh US\$320/LT, Pakistan US\$310/LT and China US\$315/LT. It is worth noting that over the last 12 months (and despite the huge increase in ships sold for recycling) prices in all markets have recorded substantial increases: India +43%, Bangladesh +38%, Pakistan +29% and China +43%.

These prices could prompt even more owners around the world to move forward into 2010 with new deals, as many analysts have feared a potential oversupply of tonnage, caused by a huge orderbook, the trend set last year in terms of scrapping deals, should be maintained, in order for the market to recapture its balance and together with an increase of trade activity set its sights at higher levels of freight rates and thus earnings for ship owners. In fact, estimated from Cotzias indicate that a rather hefty 1,812 dry bulk carriers are expected for delivery from shipyards during 2010, versus a mere 593 vessels last year, when many owners delayed their deliveries. Newbuilding deliveries are expected to drop back at 1,255 in 2011, before returning at healthier levels with 476 scheduled deliveries in 2012 and 101 in 2013, although there's still plenty of room for these numbers to increase, as owners could return to placing orders by the second half of 2010.

"If we look at the 5 main size sectors the picture is quite alarming. Let's just concentrate and look into the next 4?5 year delivery horizon, say until 2014?2015. It is eminent that a rather gloomy picture is forecasted, with the greatest impact being mainly in the Supramax range with the Cape sector coming second in potential overcapacity" said Cotzias. The Capes have 705 units expected to be delivered with of a total of 141,771,098 tones (Existing fleet is comprised of 896 units with a total of 161,729,321 tones). The Panamaxs have 674 units to be delivered of a total of 54,416,936 tones (Existing fleet has 1525 units of 111,903,820 tones). The Supramaxes have 900 units to be delivered of a total of 50,899,439 tones (Existing fleet has 868 units of 46,837,000 tones). On the other side the Handymaxes/Handies have only 67 units to be delivered of a total 2,800,000 tones. Existing fleet has 768 units of

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54,718,303 tones. Finally, bulkers greater than 20,000 tones in dwt and less than 37,000 tones dwt, have 742 NB units of a total of 23,061,330 tones on order, while the existing fleet is 2078 units of 57,892,904 tones.

Of course, the positive news are that the global economy and subsequently the global trade are in the middle of a speedy rebound. The emerging economies industrial output and production is not only increasing but has reached the highest figures of the last 19 years, which at least shows that the effect of developing countries is going to be of greater importance during the next 3?5 years. What is also a good point to stress out is that the trend and slope of increase of the World Industrial output is now greater than the per annum rate of increase that was existing before the drop that started after June 2008. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



T&T Bisso Salvage Asia's salvage support vessel **TTB SINGAPORE** seen operating in Colombo (Sri Lanka)
Photo : V.Seva ©

BUNGA MAS LIMA PATROLS PIRATE INFESTED WATERS



Above seen the A-5 **BUNGA MAS LIMA** sailing off Djibouti

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The container ship (699 TEU) **BUNGA MAS LIMA** has joined last year the Malaysian navy as an auxiliary vessel on its anti-piracy mission in the Gulf of Aden. MISC Bhd, in collaboration with the Royal Malaysian Navy and the National Security Council converted the MV **Bunga Mas Lima** to escort and protect its ships sailing through the pirate-infested gulf off the coast of Somalia. This follows last year's hijacking of two MISC ships there. In a statement, MISC said the conversion was carried out by its heavy engineering arm Malaysia Marine and Heavy Engineering Sdn Bhd here. The **Bunga Mas Lima** is the first Malaysian merchant ship to be converted into an auxiliary vessel for the navy.



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Above seen the coaster **NOEST** (Roden) assisted by the icebreaking tug **ALCYON** (Harlingen) sailing from Drachten via the Princes Margriet canal to end up via Lemmer, IJsselmeer and Amsterdam to get into the open sea. As reported earlier the Noest loaded in Drachten at the SMST – Roden Staal factory 2 offshore cranes from which one will be transhipped in the port of Antwerp onto another seagoing vessel for further transportation towards the Far East and the second will be delivered in Boulogne-Sur-Mer in France.

Photo : Willem Wilstra (info@willemwilstra.nl) ©

Somali Man Is Charged in 2 More Ship Hijackings

A Somali man who was brought to New York last year and accused of piracy in the hijacking of an American-flagged cargo ship off Somalia was charged on Tuesday with leading the earlier takeover of two other ships, in which hostages were taken. In a brief appearance in Federal District Court in Manhattan, the man, Abduwali Abdukhadir Muse, pleaded not guilty to an expanded indictment that includes the new accusations.

A prosecutor, Brendan R. McGuire, told a judge that Mr. Muse threatened crew members in one of those hijackings with an improvised explosive device. And he said that crew members on one ship were “still being held hostage at this time.” In court, Mr. Muse appeared relaxed as he sat with his lawyers, answering through an interpreter when asked by the judge, Loretta A. Preska, whether he understood his rights and the charges against him. Mr. Muse was originally charged in the hijacking of the **Maersk Alabama** off Somalia. The authorities said that he was the only survivor from a group of four men who boarded the ship last April; its captain was later rescued in a daring Navy Seal operation.

The indictment does not identify the ships involved in the two previous hijackings. One was in the Indian Ocean in March when Mr. Muse and others boarded and seized control, the indictment said. The other was hijacked in April; it was from this vessel, the indictment said, that Mr. Muse and his group seized the **Maersk Alabama**. Ever since he was taken into custody, Mr. Muse’s age has been in sharp dispute. His lawyers say he is under 18 and should be treated as a juvenile; prosecutors have said he is over 18. On Tuesday, Mr. McGuire told the judge that Mr. Muse had said to a hostage in one of the previous hijackings that he was 24.

The issue is significant because it could influence the kind of site in which he could be held and, if he were convicted, the length of his sentence. One of his lawyers, Deirdre von Dornum, told the judge that the defense anticipated filing a motion challenging the decision to try him as an adult. After the hearing, another defense lawyer, Fiona Doherty, said only that the defense would be “actively investigating” and “defending our client against the new allegations.” **Source : New York Time**

Swiss ship shakes off pirates

A Swiss cargo carrier managed to beat off a pirate attack in the Arabian Sea last week, the Swiss Federal Office for National Economic Supply revealed on Monday. The **Turicum** was five nautical miles outside the zone covered by the Atalanta international task force set up to combat Somali pirates when it was approached last Wednesday, an official said.

The ship was harassed for about seven hours, as pirates in three speed boats maneuvered in an attempt to board. None of the 20 crew members was hurt during the incident. According to the official, the **Turicum** was heavily laden with timber, which made it an ideal target.

The Zurich shipping company which owns the **Turicum** has not commented on the incident. Last year 24 Swiss ships crossed the Gulf of Aden without incident. However, a Swiss freighter was attacked while lying off Lagos harbour in Nigeria in November. On that occasion the pirates were able to board, and stole valuables belonging to the crew, several of whom were injured.

Despite being landlocked, Switzerland has a merchant fleet which currently stands at 35 ships, manned mostly by foreign crews. The Swiss parliament last year rejected a government proposal that Switzerland should participate in the Atalanta operation, set up to combat an upsurge in piracy off the coast of Somalia. **Source : Swissinfo**

		
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Above seen crane/workbarge **SSE IGNATIUS** moored in Singapore

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Amelander reddingsboot zit vast in ijs

De KNRM-reddingsboot van Ameland kan niet varen. Het schip, de **Anna Margaretha**, ligt vast in het ijs bij de Ballumerbocht aan de zuidkant van het eiland. „Door de oostenwind wordt de boot samen met het ijs in de hoek gedreven“, zei schipper Theo Nobel woensdag. „Het ijs begint zich hier heel snel te vormen.“

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Nobel zegt dat er dinsdag nog niets aan de hand was. „Toen ik vanochtend naar de boot ging, lag hij ineens tussen de ijsschotsen." Het zeewater is de afgelopen dagen behoorlijk afgekoeld. „Als de temperatuur dan eventjes verder zakt, dan ontstaat het ijs."

Het uitvallen van de **Anna Margaretha** heeft geen gevolgen voor de veiligheid op het water. „We hebben hier nog een reserveboot aan de andere kant van het eiland en de boten op Terschelling en Schiermonnikoog kunnen nog gewoon uitvaren. Daarnaast kunnen we een helikopter inschakelen."



NAVY NEWS

Africa needs OPVs

Each one of Africa's 37 littoral states needs at least one offshore patrol vessel to secure their exclusive economic zones. That is the view of retired Rear Admiral Chris Bennett, who told defenceWeb's maritime security conference, held in Cape Town late last year that these should be steel-hulled ships at least 60 to 70 metres in length.

The retired flag officer and author said the African littoral states faced asymmetrical or unconventional threats "it is organisations, rather than countries; and, if I may say so, this is a more difficult threat to counter than other nations were at least you know where you stand."

Bennett said Africa needed to establish a presence at sea to deter smugglers, pirates and poachers. Very few countries in Africa have the industrial infrastructure to maintain modern warships fitted with modern equipment. These, says Bennett, "needs a terrific amount of maintenance. We've got to grasp this fact," he added.

A country desiring a navy needs "some technology and some industrial capacity relatively close at hand" to maintain its fleet. "It is no use going along and buying a ship and then letting it lie alongside and slowly let it rust away. "It is an old story, with a grain of truth that while it only takes five years to design and build a ship, it takes 50 to build a navy. This I'm afraid is very true.

Africa's colonial heritage means that the occupying powers provided the navies, the admiral added. "Colonial powers did not export industry or technology. South Africa's gold fields were an exception as well as its strategic location, which led to the creation of Simon's Town with its naval dockyard.

"With these limitations from our colonial heritage, what can we sustain? Navies are expensive. This stressed the need to speak to government about the need for proper funding, he added, saying Africa was by some calculations in 2005

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alone losing \$1 billion "simply from the poaching of fish. For a number of countries that is close to 10% of their GDP. No country can afford to lose 10% of its GDP."

Describing the ideal African OPV, Bennett emphasised the need for a twin screw, diesel-powered vessel displacing between 1200 and 1800 tons with a maximum speed of 25 knots and a sustainable economic speed of at least 16 knots. "You must be able to carry out patrols at reasonable speed. At 10 knots you can only cover half the space in the same time as at 16 knots.

Bennett says an OPV must be operationally effective at sea, capable of operating independently for at least two weeks. To operate effectively "it cannot be a 400mt strike craft or minesweeper. It has to be considerably bigger" with an endurance of "at least 21 days".

The crew also has to be a reasonable size "otherwise we are not serious". The design compliment should be around "70 plus" crew and, divided into watches, they must be able to staff all sensors round the clock.

The cost of the hull he further added was small in comparison to the equipment fitted. The most obvious saving therefore is to pare back sensors and armament, as was done by the SA Navy for Project Sitron, where the country essentially bought frigate-sized vessels fitted with corvette armament.

The Department of Water and Environmental Affairs' 85m environmental protection OPV, the Sarah Baartman, that has a minimal equipment fit, cost R150 million in 2005. Bennett does however champion fitting of a helicopter deck, "plus, if possible, a hangar. A helicopter an enormous boost for an OPV. It can search huge areas of sea which is simply impossible for a ship."

Turning to sensors, Bennett, a former antisubmarine expert, said "the first thing you are not looking for is an [antisubmarine] sonar". However, the vessel will need a proper radio suite to communicate with the shore and other ships as well as navigation radar, high definition radar for close-in defence against assymetric threats, long-range search radar as well as electronic support measures with which to passively detect ships.

"The modern pirate, smuggler and poacher has access to modern detection equipment. They can pick up your radar and communications a long distance away. One needs EW (electronic warfare) equipment and a properly equipped operations room." Turning to weapons, Bennett eschewed surface-to-surface missiles (SSM), saying "you only need what is required for the task at hand, the assymetric war you are fighting". He recommended instead 76mm and 20mm automatic cannon for the traditional shot across the bow.

"The 76mm has a sufficiently loud bang so that it is heard and when the shell goes in the water they will see the spout and they will know if they don't stop the next round will take their bridge off. The rules of minimum force means one needs an accurate gun control system so you don't hit the forecandle with you warning shot by mistake."

The 20mm cannon as well as pedestal-mounted machine guns are required to protect the ship close-in. Also useful, and in some contradiction to his denouncing of SSM, is the fitment of "something like an antitank guided missile [in effect a very light SSM] to hit small vessels."

"This is what you need to look at", avered the retired sailor, "nothing fancy, a workhorse, not a racehorse. "We need commonality in doctrine, in equipment as far as possible. Similar ships with similar engine, radars etcetera. They don't have to be identical. This will allow countries to take hands and make it an African solution." **Source :** defenceweb.co.za

India to get first indigenous aircraft carrier by 2014

India's domestic aircraft carrier currently under construction at Cochin Shipyard Limited off the southwest coast of India will be launched before the end of 2010, and will be commissioned by 2014, according to an Indian media agency

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report on January 10. India started building its first indigenous aircraft carrier in 2006 and 70 percent of production has been completed, said Commodore M. Jitendran, Chairman & Managing Director of Cochin Shipyard Limited.

The vessel is some 260 meters long and 60 meters wide, with a full displacement of 40,000 tones and a maximum cruise speed of 28 knots.

With this, India joins the elite club capable of designing and building aircraft carriers of 40,000 tones with the U.S., Russia and France. This will greatly help to expand the Indian navy's activities scope.

Commodore M. Jitendran said the vessel will become a mobile air base and can accommodate 30 fighter aircraft like MIG-29 K and Indian-made light combat aircraft. A second order might also be given to Cochin Shipyard Limited when the first one is handed over to the Indian navy.

India currently only has one operational carrier - the **INS Viraat** - after scrapping its first, **INS Vikrant**, in 1997 after more than 35 years service. **Viraat** is scheduled to be phased out in 2015. **Source : People's Daily Online**

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Taiwan plans to buy US frigates despite China thaw

Taiwan plans to buy eight second-hand Perry-class frigates from the United States despite improved ties with once-bitter foe China, a local newspaper reported Monday. The island hopes to arm them with a version of the advanced Aegis Combat System, which uses computers and radar to take out multiple targets, as well as sophisticated missile launch technology, the Taipei-based China Times said.

The defence ministry said in a reaction to the report that ageing frigates now serving the navy needed to be phased out, but that it had not yet decided on the type of vessels that would replace them. "The overall strategy of the armed forces will be taken into consideration as the defence ministry evaluates the plan," it said in a statement, adding that the budget would be another factor to be weighed.

The United States designed the Perry-class frigates in the 1970s but the majority remain in service, equipped with various forms of modern technology. The deal would add to Taiwan's existing inventory, as it already has eight Perry-class frigates built on the island. The China Times report came less than a week after the US Defense Department said it had approved the sale of Patriot missile equipment to Taiwan as part of a package passed by Congress more than a year ago.

When unveiled in 2008, the package triggered strong protests from Beijing, which considers Taiwan part of its territory and has vowed to take the island back, by force if necessary. The United States is the leading arms supplier to self-ruled Taiwan, even though it switched diplomatic recognition from Taipei to Beijing in 1979.

Ties between Taipei and Beijing have improved markedly since China-friendly Ma Ying-jeou came to power in 2008, promising to boost trade ties and allowing in more Chinese tourists. **Source : Defense Talk**

Carl Vinson, 6 other ships headed to Haiti

Seven ships — including the aircraft carrier **Carl Vinson** — are or have orders to get underway to support humanitarian relief efforts in Haiti, according to Navy officials.

Carl Vinson was rerouted Wednesday and is expected to arrive off the coast of Haiti Thursday. The amphibious assault ship Bataan and dock landing ships Fort McHenry and Carter Hall have been ordered out of Norfolk, Va., to conduct humanitarian relief exercises in preparation for Haiti relief efforts, said Ted Brown, spokesman for Fleet Forces Command.

Also on standby to assist are the Norfolk-based cruiser **Normandy**; the Mayport, Fla.-based frigate **Underwood**; and the Baltimore-based hospital ship **Comfort**. The hospital ship can carry 650 medical professionals and their equipment to the region, which has reported the destruction of numerous hospitals.

In addition, Little Creek, Va.-based Navy Expeditionary Combat Command is preparing an untold number of troops for service in Haiti, if called upon. NECC provides tailored packages that include explosive ordnance disposal, maritime expeditionary security, riverine, expeditionary diving and salvage, naval construction and expeditionary logistics.

The Navy also has a host of P-3 Orion aircraft and helicopters committed to relief efforts.

U.S. Southern Command, based in Miami, has deployed a team of 30 people to Haiti to work with U.S. Embassy personnel as well as Haitian, U.N. and international officials to assess the situation and facilitate follow-on U.S. military support, said Air Force Gen. Douglas Fraser, SouthCom commander. The team includes military engineers, operational planners, a command and control group and communication specialists. They will arrive in Haiti on Wednesday on two C-130 Hercules aircraft.

Elements of the Air Force 1st Special Operations Wing were deploying to the international airport at Port-au-Prince to provide air traffic control capability and airfield operations. They are expected to arrive in Haiti on Wednesday afternoon. The United Nations on Wednesday said the capital's main airport was "fully operational," though there is no power in the control tower.

Early Wednesday morning, Coast Guard helicopters evacuated four critically injured U.S. Embassy staff to hospital at Naval Station Guantanamo, Cuba, for further treatment. A U.S. P-3 from the Forward Operating Location at Comalapa, El Salvador, also conducted aerial reconnaissance of the affected area.

SouthCom has supported 14 major relief missions in the region since 2005, including assistance to Haiti in September 2008. During that mission, U.S. forces from the amphibious assault ship Kearsarge and other units airlifted 3.3 million pounds of aid to communities that were devastated by a succession of major storms.

"Our thoughts and prayers are with the Haitian people and all those affected by this devastating earthquake," said Army Col. James Marshall, SouthCom spokesman.

Last summer, the hospital ship **Comfort** conducted a four-month deployment as part of "Continuing Promise 2009." The ship visited Antigua, Colombia, Dominican Republic, El Salvador, Haiti, Nicaragua, and Panama. Each visit lasted about 10 to 12 days.

Vinson and its crew of about 3,200 sailors left Norfolk on Tuesday en route to their new homeport in San Diego. The carrier, which is commanded by Capt. Bruce Lindsey, was joined by Carrier Air Wing 17 and the cruisers Lake Champlain and Bunker Hill. As flagship of the newly established Carrier Strike Group 1, Vinson was to provide maritime security as it circumnavigates South America and provide humanitarian assistance or disaster relief, if required.

That call came only hours later when a magnitude-7.0 quake devastated the impoverished nation Tuesday afternoon, leveling thousands of structures and leaving an untold number trapped in the ruins. Death tolls are expected in the

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thousands, and International Red Cross spokesman Paul Conneally said 3 million people, one-third of Haiti's population, may need emergency aid.

Bunker Hill and Lake Champlain have not been assigned to the relief mission, a Navy official said Wednesday.

The United Nations has 9,000 peacekeepers in Haiti, but most are searching for survivors in their headquarters, which collapsed on an unknown number of people. French Foreign Minister Bernard Kouchner was reported as saying in his radio address that "[i]t would appear that everyone who was in the building, including my friend Hedi Annabi, the United Nations' Secretary General's special envoy, and everyone with him and around him, are dead." **Source : Navy Times**

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The newbuilding yacht **NORTHLANDER** departed via Rotterdam to the Northsea for trials

Photo : Michel Kodde ©

For more details about the Northlander see the website : <http://www.superyachttimes.com/yachts/details/221/>

Great Eastern eyes newbuilds

Great Eastern (GE) Shipping, India's largest private sector shipping company, once again plans to acquire ships. This, after selling no less than 15 ships, as well as cancelling orders for three new ships in the last 18 months.

Prices for very large crude carriers (VLCCs) and capesize bulk carriers have already dropped by 30 per cent to \$100 million (about Rs 460 crore) and by 40 per cent to \$56 million (about Rs 250 crore) respectively, in the last two years. The correction in prices for five-year-old ships have been much sharper at 40 per cent to \$80 million (about Rs 370 crore) and by 63 per cent \$55 million (about Rs 250 crore), respectively, in the same period.

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"With the overhang of new deliveries from yards this year, we expect one more round of correction in asset prices," a company executive told local media on condition of anonymity.

"We would be opportunistic to buy out more ships as the price further corrects," the source added. The company has a cash reserve of Rs 3,000 crore, which it plans to use for the acquisition of assets. It expects the first second-hand ship — a product tanker — to join its fleet in the present quarter. The last time a second-hand ship had been added to the company's fleet was 24 months ago.

GE Shipping has a fleet of 37 vessels at present, down from a peak of 49 about 18 months ago. These 37 vessels include four new long-range product tankers that joined the fleet between October 2008, and May 2009. The company's present order book consists of seven vessels — five dry bulk carriers and two Suezmax tankers — to be delivered in 2011 and 2012. **Source : Seatrade Asia**



The **NORMAN LEADER** seen fitting out at the Singapore Engineering yard

Photo : Piet Sinke ©

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/>

Electric Boat to hire 400 at Quonset Point in 2010

General Dynamics Electric Boat will add 400 workers at its Quonset Point shipyard starting late this year as the Virginia-class submarine program shifts from one boat a year to two, the company's president said Tuesday afternoon.

"We should be hiring here at Quonset Point by the end of the year," president John P. Casey told appointed and elected officials, including Governor Carcieri, gathered at the shipyard for an annual update on the company.

Electric Boat employs 2,000 people at its Quonset plant, plus another 1,500 Rhode Islanders at its headquarters and shipyard in Groton, Conn. Employment at the Quonset Point facility peaked between 5,500 and 6,000 in the mid-1980s as the company was starting several Los Angeles-class fast-attack submarines a year, while also building Ohio-class Trident nuclear ballistic-missile submarines.

"The most important thing for economic recovery is jobs," Casey said. Indeed, Electric Boat and other defense-industry employers have been among the few bright spots in Rhode Island during the current recession. Buoyed by federal dollars and a realignment of Navy commands, defense employment increased in Rhode Island in 2009, according to

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John Riendeau, the defense-industry manager for the Economic Development Corporation, the state agency that focuses on growing the economy.

At last count, in 2008, the defense industry employed 16,000 people in Rhode Island, Riendeau said. Electric Boat's planned growth also runs counter to the trend of the manufacturing sector in Rhode Island. In 2009, manufacturing shed 4,600 jobs, the hardest-hit of all employment sectors in Rhode Island.

Electric Boat, in conjunction with Northrop Grumman Newport News Shipbuilding, is building the 30-boat Virginia Class of fast-attack nuclear submarines. The two companies alternate final assembly and delivery of the boats, so each delivers a finished sub every other year. Because of the every-other-year schedule, coupled with a sharp reduction in the amount of repair work the Navy contracts out, Electric Boat anticipates laying off about 400 trades workers at its Groton facility.

"There are no reductions at all planned here in Quonset this year," Casey said. The Groton layoffs will be mitigated by the hiring of 300 engineers and designers there as the company starts work on a \$500-million 2010 contract to design a replacement for the Ohio-class. The first boat of that class is scheduled for completion in federal fiscal year 2019, which starts on Oct. 1, 2018.

The hiring this year will include a variety of positions, said Bill Frydryk, manager of the Quonset Point plant. "We're going to need some guys in basically every trade we have." Quonset Point will see the first of the jobs related to the shift to two Virginia-class submarines a year because the Rhode Island facility builds supermodules — sections that each are roughly one-quarter of the 377-foot subs. The process takes several years, after which the supermodules are barged to Groton or Newport News for final assembly.

Casey said yesterday that many of the jobs to be lost this year at Groton may return when the two-boat-a-year schedule affects the Connecticut shipyard. **Source : Projo**

S. Korean shipbuilders overtaken by Chinese rivals last year

South Korean shipbuilders were outpaced by their Chinese rivals in the number of new orders received last year and order backlogs, a London-based market researcher said Tuesday. Korean shipbuilders such as Hyundai Heavy Industries Co. and Samsung Heavy Industries Co. won a combined 3.15 million compensated gross tons (CGTs) in new orders last year, accounting for 40.1 per cent of all new global orders, said Clarkson Plc. New orders at Chinese shipyards totaled 3.49 million CGTs during the cited period, accounting for 44.4 per cent of the total, Clarkson said.

Market watchers said Chinese shipbuilders have gobbled up new orders at cheap prices, while South Korean shipbuilders have continued to focus on high-priced vessels and offshore facilities. South Korea, home to seven of the world's top 10 shipyards, has clinched record-high orders in the past few years on strong demand for crude carriers and offshore exploration equipment amid lofty oil prices. But orders for new vessels have sunk since the third quarter of 2008, as the credit crisis and the subsequent global recession prodded companies to postpone delivery dates or cancel orders. South Korea also yielded the top position to China in the global shipbuilding industry in terms of order backlogs, according to the researcher. South Korean shipbuilders' combined order backlogs totaled 52.83 million CGTs as of early January, compared with Chinese rivals' 53.22 million CGTs, it said. **Source: Yonhap**

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Above seen the farewell party of our 2nd engineer **Jan-Dorus Timmerman**, who will leave our company after 6 years, to attend the newbuilding team of the **Oleg Strashnov**.

Photo : Officers & crew m.v. Norstream (c)

Wan Hai to join Hanjin on transpacific SJX service

KOREAN shipping company Wan Hai will join its rival Hanjin in March to provide the South East Asia-Japan Express service (SJX), which is a second Far East-Pacific southwest loop.

Wan Hai will deploy a single ship on the SJX service, which currently uses six 4,000-TEU ships from Hanjin. The SJX will extend Wan Hai's transpacific coverage with the addition of the Japanese ports of Tokyo and Osaka and provide south east Asian connections including the SJX's call at the Vietnamese Port of Cai Mep, reports Paris-based Alphaliner.

The SJX will be the second transpacific service for Wan Hai, which also offers a service from Kobe and south China (Xiamen, Shenzhen [Yantian], Hong Kong) to Los Angeles and Oakland on the PSW-1 joint service operated with "K" Line and Singapore's PIL. **Source : Schednet**

Liberian Registry posts new record fleet numbers

The Liberian-flag fleet grew 215 ships and 10.5m gt to a record 3,140 ships, and 97.2m gt in 2009. A statement says: "2009 was a landmark year for the Liberian Registry. It was the year in which the 3,000th vessel was registered under the Liberian flag, and it was the year in which the agreement between the Liberian Bureau of Maritime Affairs and [US-based managing company] Liberian International Ship & Corporate Registry (LISCR) covering the management of the registry was extended for a further ten years." LISCR's chief operating officer Scott Bergeron, says, "The past twelve months have been a difficult period for shipping. The worldwide economic recession, plummeting freight rates, higher operating costs, the increased incidence of piracy attacks, and the unscheduled transfer of tonnage into lay-up to await more favourable market conditions, were just some of the more serious problems to have affected shipowners and operators in 2009

He adds: "The true test of any service provider in the international shipping industry comes in times of difficulty, rather than in the good years. The Liberian Registry is committed to helping its owners and operators to survive the current economic downturn and difficult market conditions and to be prepared in every way for safe and profitable operation. The continued healthy growth in the size of the Liberian-flag fleet confirms that we are succeeding in those objectives." **Source: Maritime Global Net**

MAMMOET ROLLS CSD MERCURIUS OVER LAND



"Rolling over land" - **Boskalis / Dragamex** together with **Mammoet** make good progress in Cuyutlán, Mexico on getting equipment into the lagoon. With specially designed air-hoses, **Mammoet** is rolling Dragamex' 1,300 Ton **CSD Mercurius** over land to reach Cuyutlán Lagoon for the LNG Import Terminal development project"



Shell May Ship 90,000 Tons Asia Gasoil To Europe -Shipbrokers

Royal Dutch Shell PLC (RDSB) may ship up to 90,000 metric tons of Asian gasoil to Europe later this month, according to shipbrokers. The Aframax vessel Mare Nostrum will load gasoil in Japan around Jan. 20 and has options to unload its cargo in either Singapore or Europe at a freight rate of about \$2,750,000, several Singapore-based shipbrokers said. Although the East-to-West gasoil arbitrage window has stayed shut since mid-November, Shell could transport the gasoil to Malta for blending, one Europe-based shipbroker said.

Shell, with its vast and vertically integrated oil system, is a known arbitrage player in Asia, one Singapore-based trader said. However, it is the only company heard this month to fix a tanker of this size originating from Asia--and with the option to unload in Europe. Rising freight rates and bloated onshore and offshore stockpiles have discouraged many companies from shipping large quantities of gasoil to Europe from Asia, according to a survey of fixtures by Dow Jones Newswires. However, about 1 million tons of European gasoil recently was shipped to the U.S., prompted by a prolonged cold snap. **Source: Dow Jones**



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OOCL names two Samsung HI-built box ships

ORIENT Overseas Container Line (OOCL), a wholly-owned subsidiary of Hong Kong-headquartered Orient Overseas (International) Ltd, has christened its latest newbuildings, the 8,063-TEU **OOCL Washington** and the 4,578-TEU **OOCL Le Havre**, at the Samsung Heavy Industries shipyard on Geoje island, South Korea.

CC Tung, chairman and chief executive officer of OOIL, said at the naming ceremony: "I believe it is essential for vendors, from shipbuilders to carriers and land transport providers such as Canadian Pacific, to work closely together and assist each other through the difficult times of the current economic downturn.

"By doing so, we can ensure a seamless international supply chain for our customers, and we can be optimistic that our industry will enjoy a full recovery in the shortest time frame possible."

The **OOCL Washington** will be deployed on the EU Loop C service and **OOCL Le Havre** will be deployed on the China India Express (CIX) service, a statement from the carrier said. The **OOCL Washington** is the 13th vessel in a series of 16 identical vessels to be delivered to the shipping line so far by Samsung Heavy Industries, and likewise, so is the **OOCL Le Havre**. **Source : Schednet**



The '**Coastal Worker**' seen off Maasvlakte II (Rotterdam) working on cables.

Photo : **Bernt R.Koning (c)**

Dockers strike paralyses Bangladesh's Chittagong Port

Work at Bangladesh's busy Chittagong Port came to a standstill today as dock workers observed a strike demanding reinstatement of about 2,200 fellow workers, terminated during the past military-backed interim government. Port officials said the dock workers stopped loading and unloading of goods in 13 general cargo berths since morning. "They workers are staging protest rallies and processions in the port area to realise their four-point demand," a police official said on phone.

The UNB news agency, however, quoting port officials said loading activities of two ships and unloading of three ships in the general cargo berth remained suspended but the operation of container ships is normal.

The port workers last week threatened to call a strike for an indefinite period from January 12 if their four-point demand was not met by January 11 deadline. **Source: PTI**

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Singapore port poised for 2010 opportunity

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 014

DESPITE the global downturn Singapore's maritime cluster with its system of public-private ownership, is well poised to "seize opportunities that present themselves" in the coming year, says to Transport Minister Raymond Lim.

Speaking also as foreign affairs minister, Mr Lim said 2009 as a "challenging year" which saw the port's container traffic decline 13.5 per cent with overall cargo throughput falling 8.9 per cent.

But Mr Lim also noted that Singapore held its global leading role in container throughput, retaining the title as the biggest box port in the world. This claim has been disputed in that much of the Singapore volume is twice counted transshipment containers with many suggesting that Shanghai has taken the global container lead in a more meaningful way.

In the face of a downturn, vessel arrival tonnage in Singapore grew 10.1 per cent to 1.78 billion tons, and bunker sales grew 4.2 per cent to 36.4 million tonnes, he said. "More ships also registered their confidence in the Singapore flag with the Singapore Registry of Ships recording a 4.4 per cent growth year over year to reach 45.6 million gross tons," said Mr Lim.

He also said Singapore's ability to invest in maritime-related companies paid off with new firms operating from the port including livestock carrier, Oceanic Livestock; international law firm, Hill Dickinson; and insurers P&I Club, the Shipowners' Protection Limited.



Photo : Piet Sinke (c)

The Maritime Port Authority (MPA) initiatives aimed at providing maritime-specific relief measures will complement the broader job credits scheme and special risk sharing initiative of the Singapore Government, he said. "This will cover port dues concessions and the assistance scheme to help defray accreditation costs for bunker surveying companies.

"Additional funds were also allocated to the Maritime Cluster Fund to support companies' new business developments. MPA worked with various partners like the Singapore Shipping Association, the Workforce Development Agency and NTUC's Employment and Employability Institute, on training programmes and skills upgrading for the industry including the Graduate Attachment Programme to promote the maritime industry," Mr Lim said. **Source : Schednet**

HHE contracts TOS for ship delivery Hadi 27



TOS -Transport & Offshore Services- is proud to deliver for **HADI H AL HAMMAM EST (HHE)** located in Saudi Arabia the **Hadi 27** to her final destination. The vessel is an AHTS (anchor handling tug supplier) with a length of 60 meters, new build in Singapore (Republic of Singapore) and on her way to Bahrain (Kingdom of Bahrain).

The **Hadi 27** is the first vessel that TOS will deliver for HHE. This delivery will be under full TOS management, including ISM and ISPS audits. The crew consists of eight TOS employees which are supplied in cooperation with our Polish Branch Office. The vessel began its journey on Thursday the 7th January. The delivery is non-stop and will take about 3 weeks. The crew will arrive in the fourth week of the year 2010. We wish the vessel and her crew a safe trip! **Source: TOS**

Grand Alliance opens Vietnam service

The Grand Alliance consortium has introduced a direct shipping service between Vietnam and the US east coast from the port of Cai Mep. The Grand Alliance shipping consortium has commenced a direct service between Vietnam and the US east coast, Saigon Giai Phong Daily reported. The ship MV **OOCL America** docked at the deep-water port of Tan Cang-Cai Mep on Saturday in preparation for the journey.

As well as OOCL, the Grand Alliance group counts Hapag-Lloyd, MISC Berhad and NYK as its members. In August 2009 the CKYH shipping alliance, which includes K Line, Coscon, Yang Ming and Hanjin, began its own direct service between the US east coast and Vietnam. Grand Alliance will deploy a further 10 container ships with a possible capacity of 5,500 twenty-foot equivalent units (TEU) for the service. The US is a major market for Vietnam's rapidly growing fresh produce sector. **Source: fruitnet.com**



The **FUGRO COMMANDER** seen enroute Rotterdam - **Photo : Frits Janse ©**

Wärtsilä Contract with Dutch Ship Owner

Wärtsilä has signed a three-year training contract with its long-time customer Wagenborg Shipping of the Netherlands. The agreement covers the training of more than 830 of the shipping company's crew members, and will be held at Wärtsilä Land & Sea Academy training centers. The training consists of about 70 courses a year. The program includes product specific instruction on diesel engines and propulsion systems, as well as customized training in electrical engineering, navigation, hydraulics and pneumatics.

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"Wagenborg Shipping employs more than a thousand seamen on its vessels. They come not only from the Netherlands and other parts of Europe, but from various parts of the world. Currently we have more than 20 nationalities represented, including some from China, and recently also Vietnam," said Cees Horvers, General Manager, Wagenborg Shipping, Manning Department.

"Moreover, general strategic analyses indicate that the number of different nationalities and cultures on vessels will likely increase in the future. Given these facts, Wagenborg will benefit from a partner who is able to provide a wide range of both practical and theoretical dedicated training programs at various locations around the world. Most importantly, these training programs will, regardless of time or place, guarantee the same standard and level of tuition. Wagenborg has found such a partner in the Wärtsilä Land & Sea Academy," says Horvers.

Wärtsilä's Land & Sea Academy organization operates in ten locations around the globe (Netherlands, Sweden, Finland, Switzerland, Italy, India, South Korea, Philippines, USA and Brazil). The Land & Sea Academy provides customized training programs for Wärtsilä's customers and technical product instruction for Wärtsilä employees. The customer training programmes are designed mainly for the operation and maintenance of products delivered by Wärtsilä. Additionally, more general courses on subjects, such as safety management and nautical training, are also offered. The Land & Sea Academy courses are all run by certified professional instructors. In all, some 10,000 people are trained annually at these facilities. Source : wlsa.wartsila.com

Mother Theresa said :
" Let us not be satisfied with just giving money.
Money is not enough, money can be got, but they need your hearts to love them.
So, spread your love everywhere you go."

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Above seen the 2009 built BHS flag offshore supply ship **HAVILA AURORA** entering Grand Harbour, Malta for the first time on Saturday 2nd January 2010 piloted by Senior Pilot **Cpt. ANTHONY CHETCUTI** who's also a contributor to this newsclippings.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

Stena Bulk orders new generation Suezmax tankers

Stena Bulk has confirmed an order for two in-house designed Suezmax tankers from Samsung, South Korea for delivery in 2011. The 158,700 dwt vessels, with a length of 274 metres and a beam of 48 metres, will be when delivered the largest tankers in Stena Bulk's fleet. Also included are two optional sister vessels, deliverable spring 2010. Nearly MUSD 7 extra per vessel has been invested in state-of-the-art technology in order to ensure the highest environmental class including minimum 10 percent lower bunkers consumption compared with the best Suezmax tankers of today.

The order of the **Stena Superior** and the **Stena Supreme** is part of Stena Bulk's strategic investment in own high-class tonnage for the Stena Sonangol Suezmax Pool, which is now in its fifth successful year together with the state-owned Angolan oil company Sonangol. The pool consists of around 15 tankers, which will be expanded to about 25 large tankers over a 3-year period. The collaboration between Stena Bulk and Sonangol also includes a comprehensive training program for Sonangol's employees both at sea and in Stena Bulk's worldwide network of offices. A new and modern maritime academy school in Angola is currently also in the pipeline to be progressed jointly between the companies.

Stena Bulk's offices in Houston, Rio de Janeiro, London and Singapore are responsible for the commercial operation and chartering of all tankers in the Stena Sonangol Suezmax Pool.

The Stena Sphere has already placed significant and major orders with Samsung Shipyard, including four drillships of the so-called Stena DrillMAX design and two super ferries, in addition to the new Suezmax tankers.

With nine offices in eight countries, Stena Bulk is one of the world's leading tanker shipping companies. Our resources include our own design department, which enables us to provide our customers with innovative solutions that meet their transportation and logistics needs. The company controls a fleet of around 75 tankers and is active in every segment of the tanker market. Stena Bulk is also responsible for the marketing and operation of Concordia Maritime's fleet. Stena Bulk is part of the Stena Sphere, which has more than 18,800 employees and sales of SEK 56 billion.

Source: Stena Bulk

Verdiepen Westerschelde mag hervat

De werkzaamheden om de Westerschelde te verruimen kunnen doorgaan. De Raad van State heeft woensdag de bezwaren daartegen verworpen en stelt dat er nu geen juridische bezwaren meer zijn tegen de verruiming en verdieping van de zee-arm. De hoogste bestuursrechter oordeelt dat de werkzaamheden niet leiden tot aantasting van de natuur in het Scheldegebied. De waterkwaliteit gaat er niet door achteruit en ook leiden ze niet tot minder mogelijkheden om zand te winnen.

Onder meer milieuorganisaties vreesden aantasting van de natuur door de werkzaamheden en stapten naar de Raad van State. Die legde deze zomer in een voorlopige uitspraak de werkzaamheden stil. Dat leidde tot politieke verwikkelingen met Vlaanderen, dat al lang wacht op de beloofde diepere vaargeul waardoor grotere schepen de haven van Antwerpen kunnen aandoen. Milieugroeperingen trokken hun bezwaren in, nadat het kabinet na lang wikken en wegen had besloten de Hertogin Hedwigepolder in Zeeuws-Vlaanderen te ontpolderen. Door de polder terug te geven aan de natuur voorziet het kabinet namelijk in het door hen gewenste natuurherstel.

'Nederland heeft baat bij verdieping'

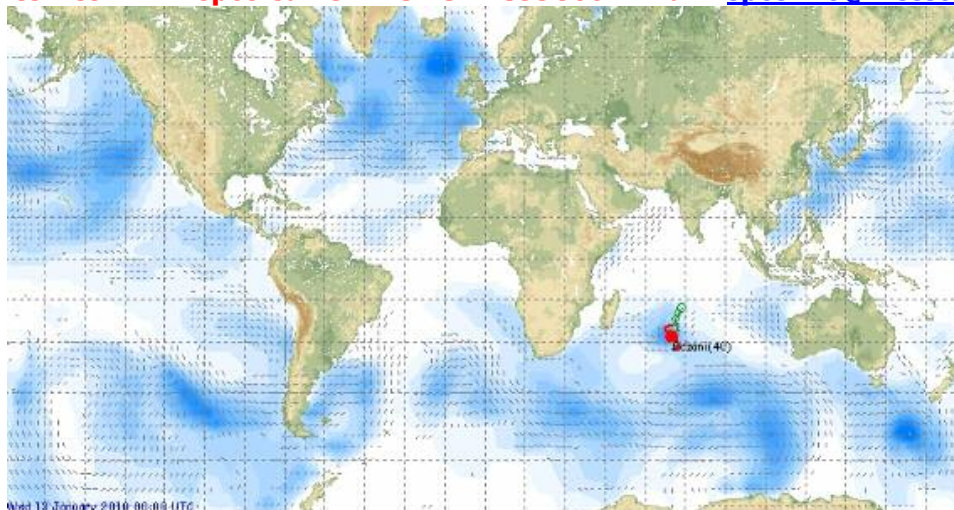
Nederlandse bedrijven hebben baat bij de verdieping van de Westerschelde. Dat stelt verladersorganisatie EVO naar aanleiding van het besluit van de Raad van State om verbreding en uitdieping van de vaarroute naar de haven van Antwerpen toe te staan. Door het besluit hebben importeurs en exporteurs meer mogelijkheden om producten te verschepen. „Met name voor in de zuidelijke regio gesitueerde bedrijven is Antwerpen vaak een betere optie dan Rotterdam”, aldus de organisatie woensdag.

MARINE WEATHER

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.... PHOTO OF THE DAY



The **MINERAL CAPEASIA** seen approaching the EMO in Rotterdam-Maasvlakte
Photo : Rik van Marle (c)

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