

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 002



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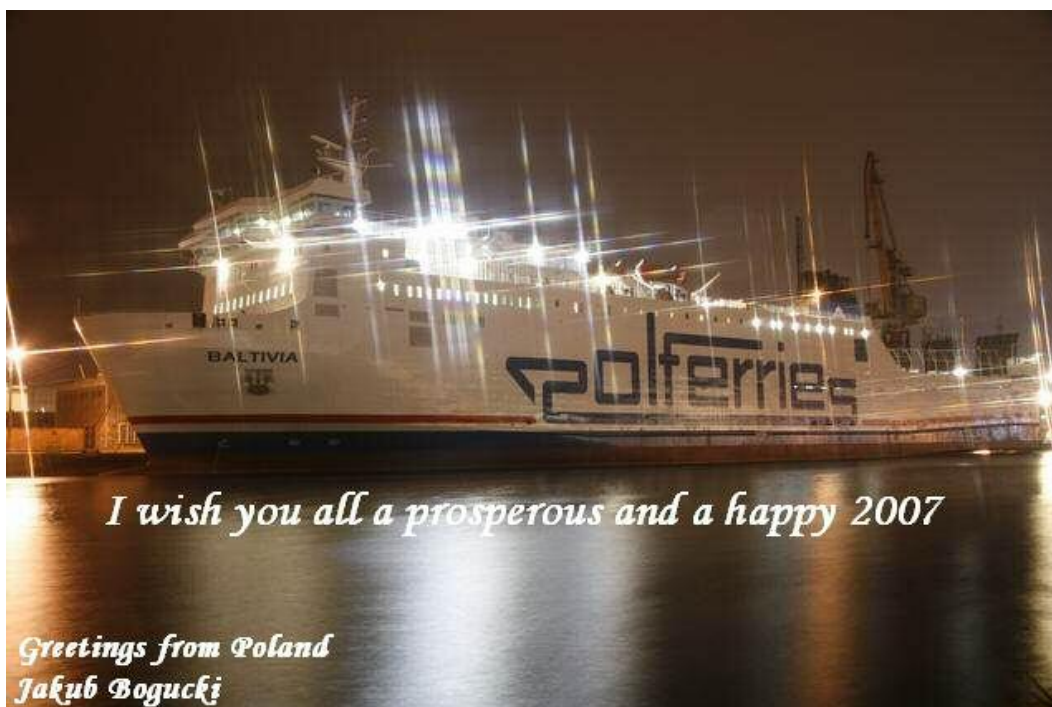
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*I wish you all a prosperous and a happy 2007*

*Greetings from Poland  
Jakub Bogucki*

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## EVENTS, INCIDENTS & OPERATIONS



### 177 rescued from Indonesian ferry accident

Rescue boats have found 177 survivors from a ferry that sunk off Indonesia's main island of Java, state news agency Antara reported Sunday, though more than 460 people were either dead or missing.

A fleet of navy ships, fishing boats and aircraft has been scouring a large section of the central Indonesian coastline since the Senopati Nusantara capsized around midnight Friday after being pounded by heavy waves for 10 hours.

## Seafarers warned against fake distress calls

A warning published by the Bahrain-based US Navy's Maritime Liaison Office (Marlo) has detailed a recent incident that demonstrates one method that pirates are using to entice merchant shipping into danger.

On December 19, 2006, at 1932 (local), at dusk, the US-flagged vessel **Sheila McDevitt**, at position 32.6S / 043-57.8E, received a distress call from a vessel saying, "Please Captain my help."

The unidentified 'distressed' vessel was at that time five miles off the starboard bow. The captain suspected a piracy attempt due to a history of pirate attacks in the area and the suspect vessel's relative high speed and intercepting course. The suspect vessel looked to be in sound condition, making over 11 knots, and there appeared to be a group of men on deck.

The Captain called for maximum speed and altered course to increase distance from the approaching suspect vessel. The suspect vessel followed for approximately two miles before breaking off. Throughout the entire period, the suspect vessel was calling for the US ship to stop and come to their position. The reported radio calls sounded as though they were being broadcast from more than one VHF set and there was more than one caller.

## More people rescued in Indonesia ferry sinking

More survivors from an Indonesian ferry sinking were being brought ashore on Monday, but hundreds were still missing and bodies were scattered for miles on beaches along Java's coastline.



Rescuers had found nearly 180 survivors from the ferry that went down in stormy seas around midnight on Friday with close to 700 people on board, one official said late on Saturday.

Confirmed deaths were just five. There were reports of scores more bodies recovered or sighted but officials were having difficulty compiling definitive data. "We are having problems because the victims are spread all across the beaches from Jepara to Rembang to Tuban and a lot of people are looking for victims, including sailors," said Toni Syaiful, spokesman for the navy's eastern fleet. The area he described stretches some 175 km long.

There was hope of finding more survivors as several life rafts had been spotted at sea on Sunday with people in them.

Thirty-five survivors picked up by fishing boats landed in Tuban in Central Java early on Monday.

They appeared weak and exhausted after an ordeal that began when the **Senopati Nusantara** ferry ran into trouble.

One survivor in Tuban said that as the ship started to roll over in high seas and heavy rains a ship officer had shouted "stay calm, stay calm" and ordered everybody to abandon ship.

"People started to fall off the lower side where the trucks were. I fell off also," said Susilo, a plantation worker in Kalimantan who was crossing over to Java to celebrate a Muslim holiday with his family.

"Five minutes later, the ship sank and it sank in just one minute," he said.



"I saw many children and people sink with the ship. I swam until I started to get tired, then I started looking for a life jacket. Around me were many dead people wearing life jackets. So I held onto one of the bodies," said Susilo, who like many of the survivors in Tuban had cuts on his arms and legs.



Another survivor, Yanti, said many elderly passengers failed to get into lifeboats.

"Many old people were just resigned to their fate when the ship began sinking. I thank God for allowing me to live longer," she told state news agency Antara.

Two helicopters and 17 vessels were involved in the search for survivors and bodies on Monday, Dody, an official at the national Search and Rescue office in Jakarta, said.

Indonesian President Susilo Bambang Yudhoyono said late on Sunday he had urged rescuers to continue searching.

"I'm constantly in contact with central and local officials on the effort to save our brothers and sisters," he told a prayer session at the presidential palace. Officials had already said they expected the search to last at least nine days, which would take it through next weekend.

According to the manifest, the **Senopati Nusantara** was carrying 628 people, including 57 crew.

By late Sunday, 177 survivors had been rescued, although one died after being taken aboard a fishing boat, Suharto, director of the transportation ministry's sea and coast guard said.

Transportation Minister Hatta Rajasa said the Japanese-built, 2,178-tonne **Senopati Nusantara** was seaworthy and had a capacity of more than 850 passengers. The ship had been heading from Kalimantan on Borneo island to Semarang in Central Java. It was the second ferry disaster in as many days after a vessel overturned on Thursday in rough seas off Sumatra. Two people on that ferry died and 26 are missing, a rescue official said.



Ships and ferries are a popular means of transport among Indonesia's 17,000 islands, where sea connections are cheaper and more available than air routes. However, safety standards are not always enforced, and accidents occur fairly often.

## Piracy at Bandar Abbas

GAC's Hot Port News has reported that caution is being urged after a ship loaded with petrol was attacked by pirates on December 18 while waiting for her turn at the Bandar Abbas anchorage.

The pirates boarded the Maritime Gisela and removed three of its life rafts. The life rafts inflated and a smoke flare went off, attracting the attention of the crew who immediately alerted the port.

Even though the pirates got away with the remaining life rafts, Port Police arrived at the scene by speed boat and captured three individuals who are currently being held in custody. This was the first piracy incident to be reported in the Bandar Abbas Anchorage and crews have been advised to stay alert while their vessels are at anchor in the area.



EUKOR's **MORNING COURIER** seen passing the Suez canal  
Photo : Jaap van de Meeberg ©

## Divers seal off pipeline that spilled oil into Gulf of Mexico

Divers found and sealed the seaward end of a broken offshore oil pipeline Sunday morning, but not before an estimated 44,500 gallons (168,500 liters) of oil leaked into the Gulf of Mexico, the U.S. Coast Guard said.

Still, environmental effects of the weeklong spill about 30 miles (50 kilometers) south of Galveston, Texas, were expected to be minimal. The oil continued to move away from land Sunday and was quickly dispersing, according to the Coast Guard.

The spill occurred after a portion of the High Island Pipeline System ruptured last Sunday. The pipeline's owner, Houston-based Plains All American Pipeline LP, shut down the line after detecting a pressure loss in the system.

Plains Pipeline spokesman Jordan Janak said last week it appeared the pipeline broke when it was struck by the anchor of a ship trying to moor in the area, where the water is about 90 feet (27 meters) deep. But Janak said further investigation would be conducted.

Janak said the company on Sunday was assessing repairs to the pipeline, trying to determine what type of equipment and material will be needed. He said it was too early to say how soon the line could be repaired or how much it will cost the company.

They found the seaward end of the pipeline on Sunday morning and also used an inflatable buoy to seal it.

On Wednesday, the spill had spread to a light sheen 4.7 miles (7.5 kilometers) long and 80 yards (73 meters) at its widest spot. By Sunday morning, the sheen had diminished to two-tenths of a mile (300 meters) long and 10 feet (3 meters) wide on the water's surface.

The spill's size was significant, but environmental damage is likely to be minimal because the crude oil is a relatively light grade and is far from land, Greg Pollock, deputy commissioner of the Oil Spill Prevention and Response Program in the Texas General Land Office, has said.

Pollock said his office typically responds to between 900 and 1,000 spills off the Texas coast each year, most smaller than the Plains Pipeline spill.

A publicly traded company, Plains All American Pipeline saw its shares fall 11 cents Friday to close at \$51.20 on the New York Stock Exchange. The shares have traded in a range of \$38.65 to \$53.23 in the past year.



## Chinese poachers jailed in Puerto

Rangers of a world-renowned marine park won a victory on Monday when 30 Chinese fishermen apprehended in for poaching protected fish species were brought to the provincial jail in Puerto Princesa.

Angelique Songco of the Tubbataha Park Management Office, a government agency handling the 33,000-hectare preserve, said the fishermen reached jail about 2:30 p.m. Monday, 10 days after their vessel, the Hoi Wan, tried to evade the rangers.

The fishermen carried only one bottle of mineral water each. Their lawyer, Songco said, announced intentions to post bail when courts open on Tuesday. Songco said Judge Perfecto Pe boarded the Hoi Wan about 9:30 a.m. to personally see conditions on the vessel before signing the commitment order for the Chinese crew.

The judge's order followed a resolution filed December 31 by fiscal Regidor Tulale and recommended by assistant provincial prosecutor Julius Concepcion.

The fishermen were charged for violations of the Fisheries Code, specifically Section 87 (Poaching in Philippine Waters) Section 97 (Fishing or taking of rare, threatened or endangered species), Section 100 (Importation or Exportation of Fish of Protected Species).

Prosecutors also filed cases for the violation of the National Integrated Protected Areas System Act, and violation of the Wildlife Act (possession of wildlife, their products and derivatives).

Inquest proceedings were conducted, Songco said. However, the Chinese nationals refused to cooperate, insisting the reglementary period for the filing of cases had lapsed.

The prosecutor with the inquest after confirming the delay in the transport of the suspects from Tubbataha Reefs National Park to Puerto Princesa was due to insuperable cause. Also charged was the operations officer of South Pacific Intermarketing Corp., who earlier claimed responsibility for managing the Chinese flag vessel.

Songco said members of the Palawan Committee on Illegal Entrants conducted on December 31 a joint inventory on the Hoi Wan.

The joint inventory team was composed of representatives from the Bureau of Customs, Bureau of Immigration, BFAR, Naval Forces West, NICA, the Provincial Police, Philippine Coast Guard, the Tubbataha Protected Area Management Board, the Palawan Council on Sustainable Development and the PNP Maritime.

Found onboard the vessel were various fishing paraphernalia, live fishes, including adult and juvenile Napoleon Wrasses, groupers and snappers.

Efforts to tow the Hoi Wan to Puerto Princesa were delayed because no Navy vessel was available before Christmas.

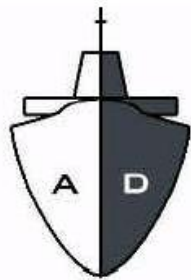
On December 26, the Bureau of Fisheries and Aquatic Resources dispatched a patrol boat to escort the Hoi Wan but rough seas and engine problems forced the government vessel to return to port.

The Philippine Navy finally dispatched its patrol ship to the park on December 28. Due to rough sea conditions, the nine-hour trip took longer than usual, Songco said. The fishers finally arrived in Puerto Princesa about 8 p.m. on December 29.

## **NAVY NEWS**

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## **Half of Royal Navy's ships in mothballs as defence cuts bite**

HALF of the Royal Navy is to be "mothballed" as it bears the brunt of cuts imposed after a series of expensive procurement projects and the hidden costs of the conflicts in Afghanistan and Iraq.

Six destroyers and frigates and two other vessels are expected to be put into reduced readiness, known as mothballing, to achieve urgent savings of more than £250m. It can take up to 18 months to bring mothballed ships back into service.

The armed forces have been told to save more than £250m this year, and £1 billion by April 2008, amid a "rebalancing" of the Ministry of Defence's (MoD's) spending plans, defence sources disclosed.



The MoD will also cancel the last two of the eight Type-45 destroyers the navy was supposed to get. The navy was promised the government would provide these in exchange for cutting 15 major ships in 2004, sources said.

Julian Lewis, the Tories' defence spokesman, said the fresh cuts were "absolutely devastating stuff" and that cutting the number of Type-45 destroyers would be "catastrophic".

"You can't have a navy without ships. This government is absolutely hellbent on the destruction of the Royal Navy," said Lewis. Admiral Sir Alan West, the then first sea lord, has said he only accepted the cuts in return for the "jam tomorrow" of the eight Type-45 destroyers and two large new aircraft carriers he was promised.

Adam Ingram, minister of state for the armed forces, admitted this month that 13 of the Royal Navy's 44 main vessels were already in mothballs to save cash.

A total of 13 were at sea, and a further 18 in port and ready to go to sea at any time. But the decision to mothball another eight ships will mean that 21 of the 44 are not available. Ingram refused to say which ships were out of action, admitting that this would "enable deductions to be made that could be prejudicial to national security".

Measures to save money that are already under way include a review of the Royal Navy's three main remaining bases at Plymouth, Faslane and Portsmouth.

At the height of its power in the 19th century, the Royal Navy was as large as the seven next biggest navies combined. Even as the US and German navies grew at the start of the 20th century, it remained twice as large as its nearest rival.

But the 2004 cuts reduced it to its smallest since before Trafalgar in 1805, and there are suggestions it now needs only two major bases. The decision last month to renew the Trident nuclear deterrent, based at Faslane, saved the Scottish base and made Portsmouth the favourite for closure.

Mike Hancock, the Liberal Democrat MP for Portsmouth South, said the cuts were "as potentially damaging as the (then defence secretary, Sir John) Nott cuts of the early 1980s, which preceded the Falklands conflict. Closing the Portsmouth dockyard, the most important of the bases, would be an historic mistake. This government keeps cutting back on equipment without cutting back on commitments. It is putting more on crews and undermining the navy."

The problems with the defence budget are largely caused by cost overruns in procurement projects such as the RAF's Eurofighter Typhoon, the Bowman communications system, and the Navy's Astute submarine and Type-45 destroyer programmes. The Eurofighter Typhoon programme costs about £1 billion a year, which will rise in the next financial year to £1.3 billion. The other major programme costs are: the Type-45 destroyer £600m, Bowman £545m and Astute £415m.

The cost overruns on procurement are exacerbated by the Treasury's refusal to refund the costs of training for operations in Afghanistan and Iraq and up to 40% of the cost of actual operations. The Treasury claims to meet the full cost.

The MoD said it was not prepared to provide details of internal government budget discussions but it did not expect to see an overspend in this financial year and no budget had been set for next year.

# Names of USS Minneapolis-St Paul Sailors Released

The Navy released the names, Dec. 31, of the two Sailors from **USS Minneapolis-St Paul (SSN 708)** who died Dec. 29.



Senior Chief Thomas E. Higgins, 45, of Paducah, Kentucky, and Petty Officer 2nd Class Michael J. Holtz, 30, of Lakewood, Ohio, died after falling overboard while the submarine was leaving the Devonport Naval Base in Plymouth, England. The cause of the accident remains under investigation.

## Rickover Deactivates From Service

After 22 years of service, **USS Hyman G. Rickover (SSN 709)** was inactivated in a ceremony Dec. 14 at Norfolk Naval Station Pier 3.



The widow of Adm. Hyman G. Rickover, retired Cmdr. Eleonore Rickover, who also served as the ship's sponsor, attended the submarine's final ceremony and was able to recount vividly the day **Rickover** was brought to life. She also recounted the significant impact the sub had on her life.

"This submarine has been very special to me the last 22 years. When my husband died it was like, through the submarine, he was still alive," said Rickover.

**Rickover**, whose name was memorialized with the attack submarine, as well as Rickover Hall at the U.S. Naval Academy, retired from the United States Navy on January 31, 1982, after 63 years of service

to his country and to 13 different presidents.

During the ceremony Adm. Kirkland Donald, director, Naval Nuclear Propulsion, talked about some of Rickover's philosophy and traits and the life accomplishments which had a large impact on today's Navy.

"Adm. Rickover believed that hard work and heavy sweat was the only way to work and he often reminded his students of that. We are his students and we share one thing in common, we strive for excellence, because he taught us how," said Donald.

Donald went on to say that it was a sad day, but also a time to celebrate the accomplishments of **Rickover** and its crew. During **Rickover's** 22 years of service it has completed 14 deployments and earned four Battle Efficiency "E" awards, pending the announcement of the 2006 results.

**Rickover** recently returned from its final six-month deployment to the North Atlantic where it made port visits to Haakonsværn, Norway; Faslane, Scotland; and Rota, Spain. Submarines like **Rickover** have comprised the front line of defense for decades.

During deployment the crew demonstrated the flexibility of the fast-attack submarine by conducting stealth endurance and agility operations in support of the global war on terrorism and maritime security operations.

When first commissioned, **Rickover** surpassed the underwater capabilities of any class of ship that had come before. With stealth, persistence, agility and firepower, fast-attack submarines like **Rickover** are multi-mission capable — able to deploy and support special forces operations, disrupt and destroy an adversary's military and economic operations at sea, provide early strike from close proximity, and ensure undersea superiority. **Rickover** is 360 feet long, displaces 6,900 tons of water, and can travel in excess of 25 knots.

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On the very last day of 2006 at 12:00, the **PRA jacket** was successfully launched by Heerema

Photo : Jan Berghuis o/b Retriever ©

## UASC joins hands with Jardine

The United Arab Shipping Company (UASC) has announced the incorporation of a joint venture company with its agent in Asia, Jardine Shipping Services.



The **ABU DHABI** of U.A.S.C – Photo : Jaap van de Meeberg ©

UASC (Asia) Pte. Ltd, has been incorporated in Singapore and will assume agency duties in Taiwan, Hong Kong, Thailand, Malaysia and Singapore through its own entities and in China, Vietnam and the Philippines through sub-agents, from today.

The JV company, in which UASC is the major shareholder, will maintain the existing office locations in all countries and will continue to provide the full range of UASC's service products.





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## Delayed in Felixstowe over the New Year



Felixstowe New Year's Day 2007 - Photo : David Hazell ©

The **Port of Felixstowe** has been closed because of high winds over the last few days and Monday all the cranes are raised, until New Year celebrations have finished and the wind abates.

The four ships are - *nearest first* - **Norasia Atria**, **COSCO Shanghai**, **Gjertrud Maersk**, **COSCO Guangzhou**.

## Iran to sell tankers to Venezuela

Venezuela's state oil company, Petroleos de Venezuela SA said in a statement that its shipping subsidiary PDV Marina had signed a contract to buy four oil tankers from the Iran Marine Industrial Company. PDV Marina president Asdrubal Chavez said the deal is among various projects involving the two governments, and is also part of Venezuela's larger plan to expand PDV Marina's current fleet of 21 oil tankers.

## MOVEMENTS

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The **EUCON LEADER** seen enroute Rotterdam, the vessel is built at the Damen-Galati yard whilst named **JORK RULER**, and will sail undercharter under the name **EUCON LEADER** .

Photo : Jan Verhoog ©



The first ship of the year arriving in Sydney was the **SANKO QUALITY**

Photo : Martin Grant ©

## CORRECTION

In yesterdays newsletter underneath the photo of the **MIGHTY DELIVERER** the wrong name was mentioned of the persons who took the photo, the photo was made by **GLENN KASNER !!**



One of the first "big ones" for 2007 in Rotterdam-Europoort was the **VENUS GLORY** which arrived after the **BERGE VIK** Monday morning  
Photo : Henk Dekker ©

## AIRCRAFT / AIRPORT NEWS

# Boeing already cruising as it takes off for 2007

For Washington state's aerospace industry, 2007 promises to be a double dose of good fortune.

Boeing Commercial Airplanes will churn out up to 445 aircraft in 2007, up from 395 for this year. And 2007 also will be the beginning of production for the company's advanced new 787 Dreamliner, which has already developed an order book so full that production will be at full tilt for years to come.

## Indonesisch vliegtuig vermist



Een passagiersvliegtuig van de Indonesische luchtvaartmaatschappij **Adam Air** is maandag zoekgeraakt op een vlucht tussen de eilanden Java en Sulawesi. Dat heeft de president-directeur van Adam Air bekendgemaakt.

Hij zei dat verkeersleiders geen contact meer konden krijgen met het toestel, een **Boeing 737-400**. Minister van verkeer Hatta Radjasa bevestigde de vermissing van het vliegtuig.

Volgens een plaatselijk radiostation heeft het toestel 96 passagiers, onder wie elf kinderen, en zes bemanningsleden aan boord.



## Bankkaarten en mails Europeanen die naar VS vliegen, gecontroleerd

Van Europeanen die het vliegtuig nemen naar de Verenigde Staten, worden de transacties met hun bankkaarten en hun mails mogelijk bestudeerd door de Amerikaanse autoriteiten. Dat schrijft de Britse krant The Daily Telegraph maandag.

Volgens een nieuw akkoord tussen de Europese Unie (EU) en de Verenigde Staten, dat is afgesloten in oktober, kunnen de Amerikaanse autoriteiten de transacties van kredietkaarten van de passagiers controleren, als die kaarten gebruikt zijn om het ticket te reserveren, zo schrijft de krant.

Van passagiers die hun e-mailadres bekend maakten aan de luchtvaartmaatschappij, worden mogelijk de verzonden of ontvangen e-mailberichten gelezen.

"Elke luchtvaartmaatschappij moet zich aan die regels aanpassen als ze wil blijven vliegen", zo citeert de krant een woordvoerder van het Amerikaanse ministerie van Binnenlandse Veiligheid. "Het wordt duidelijk uitgelegd aan de passagiers wat de eisen zijn".

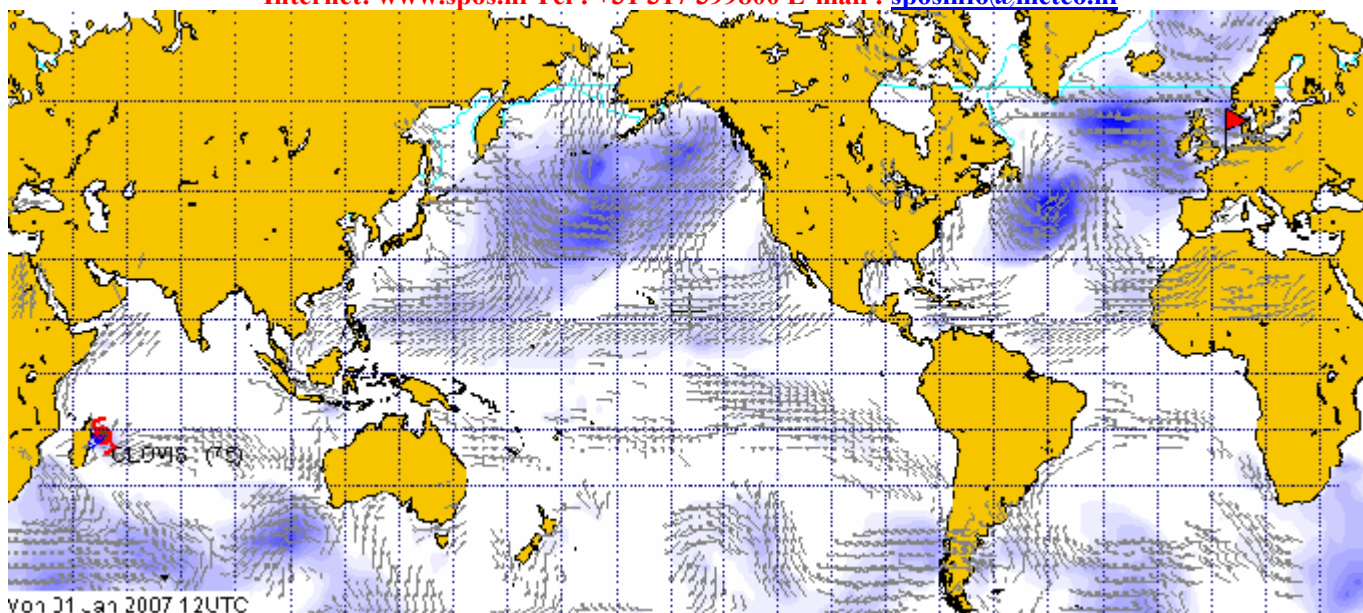
"De Amerikaanse regering heeft engagementen aangegaan over de manier waarop de gegevens gebruikt zullen worden en wie er toegang toe zal hebben", voegde de woordvoerder er aan toe. > Begin oktober sloten de EU en de VS een akkoord over de overdracht van gegevens van vliegtuigpassagiers. Op die manier krijgen de Amerikaanse diensten die zich bezig houden met de strijd tegen terrorisme, zoals de FBI, toegang tot uitgebreide gegevensbanken.

## MARINE WEATHER

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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 **TEXELBANK** seen operating in the Port of Rotterdam

Photo : **Frans Bausch** ©

## BOEKBESPREKING

Door : Frank NEYTS

### "Holland-Amerika Lijn".

"**Holland-Amerika Lijn. Schepen van 'De Lijn' in beeld**", dat is de titel van een prachtig boek dat recent verscheen bij Uitgeversmaatschappij Walburg Pers.



De legendarische rederij, die uitgroeide tot een vermaard cruisebedrijf, spreekt nog steeds tot de verbeelding van velen. Maritiem kunstenaar **Ronald van Rikxoort** en auteur **Nico Guns** stelden een kleurrijk en boeiend overzicht samen van veertig markante vracht- en passagiersschepen van de Holland-Amerika Lijn (HAL).

De HAL begon als lijndienst voor goederen en passagiers tussen Rotterdam en New York, maar weldra werd het lijnennet uitgebreid. Miljoenen Europese gelukszoekers verzamelden zich op de Rotterdamse Wilhelminakade om daar vandaan naar Noord-Amerika te emigreren. De rederij vervoerde bovendien

talloze zakenlieden en een kleine miljard ton lading naar de meest uiteenlopende bestemmingen over de hele wereld.

Na de opkomst van het vliegtuig als transatlantisch vervoermiddel legde '**De Lijn**' zich steeds meer toe op cruises, hetgeen ternauwernood de redding van de maatschappij betekende. De onderneming ging weliswaar over in Amerikaanse handen, maar behield tot op vandaag veel van haar Nederlandse identiteit. De moderne cruiseschepen van de HAL worden nog steeds vernoemd naar vroegere schepen van de rederij. Ze varen onder Nederlandse vlag met Nederlandse koopvaardij-officieren en Rotterdam is hun thuishaven. De interieurs worden door Nederlandse architecten en kunstenaars ingericht.

"**Holland-Amerika Lijn**" (ISBN 90.5730.460.0) telt 95 pagina's en werd, rijkelijk geïllustreerd, als hardback in 'landscape'-formaat uitgegeven. 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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