

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 061



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The SKANDI INSPECTOR seen at the river Tees

Photo : Dave Wilkinson ©

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EVENTS, INCIDENTS & OPERATIONS ROWING THE PACIFIC OCEAN

At present the Dutchman **RALPH TUIJN** is preparing his boat and himself for his next challenge, crossing the Pacific Ocean **SINGLE HANDED** from Callao (Peru) to Brisbane (Australia) non stop by rowing boat.



You editor visited **Ralph** in the **Yachtclub Peruana** at La Punta in Callao, to have a look at the boat and to ask him some questions, The 36 years old **Ralph**, married with **Winnie** and having a daughter **Isis** of 3 years old, who cycled a lot over the whole globe (Russia, China Japan) , decided together with his brother **Michael (Mike)** to look for

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 061

another challenge, after rowing several trips/races around Holland they decided to cross the Atlantic Ocean together, they departed from the Canary Islands and rowed to Martinique without any stops, this distance was covered in **70 days**, non stop rowing by **Ralph** and **Mike**,



The boat named **CHALLENGER** was greeted later by a lot of people when they arrived in Willemstad (Curacao) (photo : **Els Kroon** ©) as can be seen above, the boat was transported from Curacao to Lima by container where the boat at present is prepared for the next challenge as mentioned above, Callao > Brisbane , a distance of approx 7000

NM in direct line, and **Ralph** expects that he have to row about 9000 NM, this in view of the currents etc , he is expecting to cover this distance within **7-9 months rowing** alone !!! without any stops, the 7.20 mtr long **CHALLENGER** will be loaded with food for 275 days, is equipped with a water maker, and will have a weight of 1300 kg at departure from Callao, the boat is equipped with wind-power generator and 3 solar panels which are feeding all the electrics and electronics onboard,



A radar transponder (Photo right) is fitted which automatically activates when radar signals are detected, and starts transmitting signals and sets of a alarm onboard the **Challenger**, so **Ralph** knows that a ship is in the area and the other vessel will see a clear signal on his radardisplay.

Ralph is expecting to depart from Callao March 13th , all his movements can be followed at his website : www.zeemanoceanchallenge.com



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And of course the shippingnews clippings will report when **Ralph** departs from Callao.



Shippingnews clippings editor **Piet** and **Ralph** in front of the **Challenger** in yacht club Peruana in Callao
Photo's : **Piet Sinke** ©

Weather holds up Napoli salvage

An operation to salvage more containers from a stricken container ship off the Devon coast has again been hampered by weather conditions. The 62,000-tonne **MSC Napoli** was grounded a mile off the Lyme Bay World Heritage Coast site on 20 January.

All 853 containers have been removed from the deck of the ship, which is grounded off Branscombe.

But work on removing more from the hold could not go ahead on Sunday because of gale force winds.

The weather is also likely to disrupt the operation through next week.

The **Napoli** was deliberately grounded amid fears she could sink during a tow to Portland, having suffered hull damage in a storm during which her 26 crew were rescued. She was carrying more than 2,000 containers, of which 110 went overboard and 58 were washed ashore.

About 1,350 containers are still in the hold. They will be lifted off the vessel and taken to Portland in Dorset.

Debris from the stricken vessel has been washed up from Torbay in south Devon to the Isle of Wight.

Zeebrugge herdenkt de ramp met de Herald

In Zeebrugge hebben zo'n 200 mensen hulde gebracht aan de slachtoffers van de scheepsramp met de Britse ferry **Herald of Free Enterprise**. Overmorgen is het precies 20 jaar geleden dat het schip kapseisde vlak bij de haven van Zeebrugge. Daarbij kwamen 193 mensen om het leven.

De herdenking begon met een viering in de Sint-Donaaskerk in Zeebrugge. Daarna werden bloemen neergelegd aan het monument voor de slachtoffers van de ramp.

Er waren zowat 200 mensen aanwezig. Onder hen waren vooral hulpverleners van toen en familieleden van de slachtoffers. Er waren veel Britten, onder wie de burgemeester van de Engelse stad Dover. In die Engelse stad is vandaag ook een plechtigheid gehouden.

De jaarlijkse herdenking in Zeebrugge wordt georganiseerd door een lokaal comité. Dat beraadt zich nu of de herdenking ook de volgende jaren nog wordt voortgezet.

"We zullen aan de priester vragen dat de dienst op de zondag voor 6 maart altijd in het teken zal staan van de ramp", zegt Jean-Marie Deplancke van het comité. "We zullen daarna een bescheiden bloemenkrans neerleggen namens de dorpsgemeenschap."

"Ik heb de jongste dagen opnieuw veel vragen opgevangen. De nood aan een herdenking blijft groot. We kunnen deze bladzijde moeilijk omdraaien. Zeebrugge stond toen in rep en roer. Heel het dorp was erbij betrokken. Iedereen hielp waar hij of zij kon."

Ook Willy Aernout, die destijds actief was bij het Rode Kruis, is de ramp nog lang niet vergeten. "Het slijt moeilijk", zei hij na de herdenking. "Zeker begin maart denk je daar steeds aan terug. Dat zal niet verdwijnen."

De ferry voer op vrijdagavond rustig de haven uit, na een korte stop te hebben gemaakt in de Belgische havenstad. Er werd snel gelost en ook weer zo snel mogelijk geladen, om daarna direct weer uit te kunnen varen. De kapitein van reder Townsend-Thoresen had haast, omdat hij de concurrentie voor wilde blijven.

De passagiers op het schip waren vooral Britten die hadden gereageerd op een aanbieding van het boulevardblad The Sun. Het blad de overtocht naar het Europese vasteland aangeboden voor slechts één pond. Door de grote belangstelling was daarom de passagierslijst onvolledig, hetgeen later de identificatie van de slachtoffers bemoeilijkte.

Uiteindelijk voer kapitein David Lewry de haven uit met 459 passagiers aan boord, met 80 bemanningsleden. Eén van de bemanningsleden was Marc Victor Stanley.

Hij was assistent-bootsman was verantwoordelijk voor het openen en sluiten van de boegdeuren. Na aankomst had hij op routine de deuren geopend en was hij gaan helpen bij het lossen.

Na de klus was hij in zijn kajuit gaan liggen om een tukje te doen. En Stanley sliep nog altijd toen het inmiddels weer vol geladen schip het ruime sop koos. Tijdens een manoeuvre waarbij het schip 180 graden draaide, stroomden tonnen water door de nog altijd openstaande deuren de garagedekken binnen.

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Daarna ging het razendsnel. Het schip kapseisde door het enorme gewicht in nauwelijks een minuut, circa honderd meter buiten de haven. De passagiers en de bemanning werden volkomen verrast, zeker door de snelheid waarmee de ramp zich voltrok.

Door het snelle kapseizen ontstond complete chaos op het schip. Sommige mensen stortten tien meter naar beneden, dwars tussen het scheepsmeubilair en andere mensen door. Velen belandden in het ijskoude water en overleefden het niet. Sommige liken spoelden pas weken later aan.

Hulpverleners van de kustwacht en schepen in de buurt wisten uiteindelijk zo'n 350 mensen uit het schip en uit het water te halen. Maar voor 193 mensen kwam hulp dus te laat.

Marc Victor Stanley overleefde de ramp. Hij werd aangewezen als mede-schuldige. Ook kapitein Lewry werd verantwoordelijk gesteld, net als de hele rederij. Het verzuim van Stanley was volgens de rechter slechts mogelijk omdat er bij rederij Townsend-Thoresen "een epidemie van slordigheden" heerste. Winstbejag ging ten koste van het uitvoeren van de veiligheidsvoorschriften. De hoofdverdachten zouden nooit worden veroordeeld omdat de zaak om juridische redenen in elkaar zakte.

In 1994 ging het opnieuw mis met een schip van eenzelfde type ferry, Roll-on – Roll off, als de **Herald of Free Enterprise**. Ook bij de **Estonia**, die op de Oostzee voer, liepen in 1994 de garagedekken vol met water. Bij die ramp kwamen 850 mensen om.



LIFEBOAT RULES TO BE DEBATED

CONTROVERSIAL issues regarding lifeboats, launching systems and on-load release hooks are set to be discussed at next weeks IMO's Maritime Safety Committee (MSC) Design and Equipment sub-committee meeting (DE51).

Among the bones of contention are whether an MSC circular (MSC 1206) requiring annual servicing of lifeboats should be made mandatory. The issue has been taken forward from last November's MSC committee meeting.

Some administrations, including the UK's, have chosen to approve some independent third party service companies and do not want MSC1206 to become mandatory. They are supported by the shipowners' organisations. However there will be discussions on a whole raft of closely related issues including the problem of defining the "manufacturer".

Major lifeboat and davit manufacturer Schat-Harding has put out a press release arguing that MSC 1206 should be mandatory.

Schat-Harding says that German classification society Germanischer Lloyd is showing its IACS colleagues a "sensible lead in the way it will apply the service provisions set out in IMO MSC1206".

"Coming ahead of an IMO meeting which will discuss how MSC1206 should be applied, GL has shown its colleagues in IACS the way forward," says David Bradley, group after sales and service manager, Schat-Harding. "In its GL Infomail this month it tells owners that although MSC1206 is not mandatory for now, they should either use the manufacturer's personnel or technicians approved by the manufacturer to service and test their lifeboats. If they choose to use non-approved service personnel, then GL will insist on having a surveyor present at all times during the work. This is a

pragmatic approach which the other IACS classification societies and flag states would do well to follow if they really care about seafarer safety.”



The **HAMMERFEST PORT AUTHORITY** boat seen under the Dutch coast enroute Norway
Photo : Crew KNRM Ter Heyde lifeboat George Dijkstra ©

Problems with icebreaking EVA-316

SSG-TALLINN. The icebreaking multipurpose vessel **EVA-316** was supposed to have been on icebreaking duty in Pärnu Bay last year, but her conversion was not completed in time. Nor has the **EVA-316** done much this winter in Pärnu Bay. Problems with the electrical system emerged last year and guarantee repairs began just when the icebreaking season started. After eight days on duty, the **EVA-316** was once again withdrawn from service for repairs. On 28 February, the **EVA-316** resumed her icebreaking duties in Pärnu Bay. The director of the Estonian Maritime Administration, Andrus Maide, told SSG that the maritime administration is obviously interested in finding out what caused the faults.

“On unique ships, the sort of faults, which cannot be discovered until the vessel is in operation, can occur more often. It appears that this is not a typical fault. We are hoping that any faults that can occur have already done so”.

Tug sold to Italy

SSG-RINGKØBING. Towing Company Jens Alfastsen in Horsens has sold the supertug **Mira A** to an Italian operator, which took over the vessel in Assens this week. The tug joined the fleet only 15 months ago.

“We got an offer we couldn’t refuse”, explains the owner, Jens Alfastsen. We were very happy with the tug and its performance, but the price we were offered was so good that I couldn’t resist it”, says Jens Alfastsen.

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During its time under the Danish flag, the **Mira A** has worked with a huge stone barge running from Norway to UK and lately with rig moves and anchor handling on the North Sea spot market. The tug is the former Yorkshireman, built in 1976, and fitted with a double engine plant developing some 75 tons bollard pull making it the most powerful tug under the Danish flag.



The **MIRA-A** seen departing from Rotterdam February 16th 2007

Photo : Frits Janse ©

CASUALTY REPORTING

15 Crew Aboard Sail Training Vessel Aground

A sail-training vessel this evening ran aground at Loch Sween, with 15 people aboard.

Clyde Coastguard received an emergency call at 9:45pm on channel 16 from the sail training vessel '**Spirit of Fairbridge**' requesting assistance; the vessel had run aground in an isolated rocky area in Loch Sween.

Coastguard Rescue teams from Crinan and Tarbert have been sent to the area as well as requesting the assistance of the Islay RNLI all weather lifeboat. The sail-training vessel is a replica schooner 21metres in length.

Dave Eakin, Watch Officer, Clyde Maritime Rescue Coordination Centre says:

"We understand there have been no injuries sustained on board the vessel, and the vessel has not been breached. We are hoping that at low water (approximately 23.30 hours) with the assistance of the assets sent to the scene the vessel may float free. The weather conditions on scene at present are relatively good, however the weather is predicted to deteriorate on Sunday with severe weather warnings."

Crew abandon Greek bulker

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A Greek-operated bulk carrier is still adrift off the coast of Madagascar having fallen foul of a tropical cyclone earlier this week. All 23 crew members abandoned the Malta-flagged 24,200-dwt **Gracia** (built 1979) after it experienced engine failure in rough sea conditions approximately 220 miles east of the Indian Ocean state.

According to a source at the Maritime Rescue and Co-ordination Centre (MRCC) in Cape Town, the Evergreen-owned 3,428-teu container vessel **Ever Gaining** (built 1987) has picked up the crew members and is making its way to Durban.

The MRCC source said the crew made the decision to abandon ship as they were "in fear of their lives" after the engine failed in atrocious weather conditions.

Jonathan Elvey at the Piraeus office of Ince & Co, lawyers of the vessel's operators Priamos Maritime Corp of Athens, says a decision was taken to abandon the ship on Wednesday as winds of up to 111 miles per hour whipped up waves of up to 17 metres.

Elvey said the mixed crew was made up of Russians, Ukrainians and Ghanaians and that there are no reported injuries.

Initial reports had said that the bulker had sank but the MRCC source denies this, saying it is understood that the vessel is intact but still adrift.

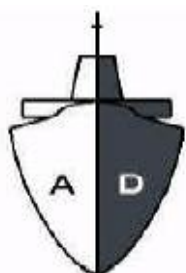
The MRCC in the French Indian Ocean territory of Reunion has been in contact with Priamos with regard to co-ordinating the rescue mission. However, as the crew have been rescued the role of MRCC Reunion in the incident has now ended and a source there told TradeWinds that they consequently have no information on the whereabouts or condition of the ship.

Elvey said the ship was partly loaded with a cargo of rice bound for Dakar in Senegal having left Thailand. The ship is on voyage charter to Rotterdam-based trader Transgrain. The **Gracia** is classed by the Russian Maritime Register but the Equasis database of ships does not list an insurer for the vessel.

NAVY NEWS

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Lt. Cmdr John Saccomando and Lt. Michael R. Barb, pilots assigned to the **"Black Aces"** of Strike Fighter Squadron (VFA) 41, prepare for flight operations in a F/A-18F Super Hornet aboard **USS Nimitz (CVN 68)**. Nimitz is currently conducting Joint Task Force Exercises off the coast of Southern California.

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Ship-to-ship transfer operation between the **NORTHERN BELL** and the **ST. PAULI** in the Africa harbour in Amsterdam
Photo : Piet Cevat ©

Birka Line in the black

SSG-ÅBO. Birka Line Abp's turnover was EUR 94.70 million in 2006 compared to 115.46 million the previous year. The result before tax was transformed from a loss of EUR 8.5 million in 2005 into a profit of EUR 20.7 million in 2006. The profit included capital gains of EUR 18.57 million on the sale of the cruise vessel **Birka Princess** and the ro-ro vessel **Kent Loyalist**.

Despite fierce competition in the short cruise business, this year's profit is expected to be better than in 2006 if the profit on the sale of the ships is excluded. Last autumn, Birka Line launched a massive cost reduction programme.

Tallink sells fast ferry

SSG-TALLINN. Tallink Group has sold the fast ferry **Tallink Autoexpress 3** to Arab Bridge Maritime Co. for EUR 8.2 million with delivery set for the end of April. The single-hull ferry, which was acquired in spring, 2004, earlier sailed under the name of **Shannon Alexis** between Gibraltar and Ceuta. The **Tallink Autoexpress 3** has sailed between Tallinn and Helsinki. Tallink has another ferry of the same type the **Tallink Autoexpress 4**.



DFDS expects more

Danish ferry operator DFDS has done better than it expected in 2006 as its freight business boomed.

It said net profit last year was DKK 363.52m (\$64.29m), up from DKK 193.34m the year before.

It put the improvement down to DFDS Tor Line's freight activities, where the market growth exceeded expectations, which increased capacity utilisation and thereby earnings.

Overall revenue rose by 20% to DKK 7.52bn, from DKK 6.27bn in 2005, again mainly due to Tor Line. In addition, the effect of the renewal of the fleet, started in 2001, has contributed to establish a competitive level of costs.

Passenger operation DFDS Seaways' endured tougher market conditions as a result of over-capacity in the sector. Also, routes were restructured and new tonnage deployed, which led to more one-off costs, it said.



The **TOR PETUNIA** seen approaching Terneuzen

Photo : www.tugspotters.com

There was also a significant rise in the cost of bunkers, which could only be offset to a limited extent through price rises. Looking ahead, DFDS expects to achieve a total revenue growth of approximately 8% to 10% in 2007.

DFDS Tor Line's operating profit should rise between 5% and 7% in 2007 from DKK 26m. But DFDS Seaways' operating profit could jump a whopping 30% from DKK 17m.

Overall, DFDS expects a pre-tax profit in 2007 of DKK 425m, up from DKK 402m last year.

Gard celebrates and grows

SSG-GÖTEBORG. Assuranceforeningen Gard celebrates its 100th anniversary this year and can look back on a successful P&I renewal. Ships 15 million gt have been added to the P&I insured fleet, which today stands at just over 150 million gt. Gard also met its premium goal, and premium income grew equal to a general increase of five per

cent. For the 2006 policy year, Gard earned USD 342 million in P&I premiums. Total premium income for the Gard group was USD 640 million. The group's assets totalled USD 1.69 billion as of 20th August, last year.

THE S&P MARKET WEEK 08

Supplied by The Scandinavian shipping gazette

Bulkers

Amazon: 149,495 DWT blt 90 Kaohsiung – 9HH. Sold region USD 48,000,000 to undisclosed buyer.

Thios Costas: 145,229 DWT blt 82 Nippon Kokan Tsu – 9HH. Sold region USD 18,000,000 to South Korean buyer.

Golden Gunn: 74,759 DWT blt 05 Hudong – 7HH. Sold region USD 50,500,000 to Greek buyer.

Peter S: 66,764 DWT blt 84 Sumitomo – 7HH. Sold region USD 16,000,000 to South Korean buyer.

Fortune Glory/Fortune Bright: 53,350 DWT blt 03 Toyohashi – 5HH, Crs 4x30.5 t. Sold region USD 46,500,000 each to Eagle Bulk, US.

Taurus: 53,146 DWT blt 02 Imabari. Sold region USD 43,500,000 to Eagle Bulk, US.

Nord Mariner: 53,000 DWT blt 06 Shanghai Chengxi – 5HH, Crs 4x36 t. Sold region USD 41,000,000 to German KG buyer, including 3 year tc at USD 18,000 per day.

Terina: 52,817 DWT blt 01 Onomichi – 5HH, Crs 4x30 t. Sold region USD 39,500,000 to Greek buyer, including transfer of tc, till abt Dec 08 at USD 16,075 per day.

Puma/Pudu: 33,200 DWT blt 89 Stocznia – 5HH, 575 teu, Crs 4x25 t. Sold region USD 14,000,000 each to Fenix, Greece, including 2 year tc at USD 9,000 per day.

Lark: 23,723 DWT blt 96 Shin Kurushima Onishi – 4HH, Crs 4x30 t. Sold region USD 22,500,000 to undisclosed buyer.

Saint Rafael A: 16,312 DWT blt 80 Imabari – 4HH, D 4x25 t. Sold region USD 4,300,000 to undisclosed buyer.

Antilles: 12,235 DWT blt 00 Shin Kochi – 3HH, Crs 3x30 t. Sold region USD 14,000,000 to undisclosed buyer.

Tankers

Nuri: 285,933 DWT blt 92 Daewoo. Sold region USD 39,000,000 to Transmed, Greece.

Nordatlantic: 105,344 DWT blt 01 Sumitomo. Sold region USD 59,500,000, including tc till 2012, to KGAC.

Aries: 29,790 DWT blt 93 Varna – sh

Mercure: 29,751 DWT blt 92 Varna – sh. Sold region USD 19,000,000 en bloc to undisclosed buyer.

Bro Trader: 14,402 DWT blt 88 Inchon – db,

Bro Transporter: 14,316 DWT blt 89 Inchon – db. Sold region USD 15,300,000 en bloc to Greek buyer.

LPG

BW Sisu: 55,173 DWT blt 78 – Finland – SUL 23,447 – 75,685 cbm. Sold for USD 9 mill. to Greek buyer (Benelux).

MOVEMENTS

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ITC's **BLIZZARD** completed her drydocking period and is ready for her next assignment
Photo : Willem Koper ©



The **SKY WONDER** was spotted in Santos – **Photo : Gustavo Sousa ©**

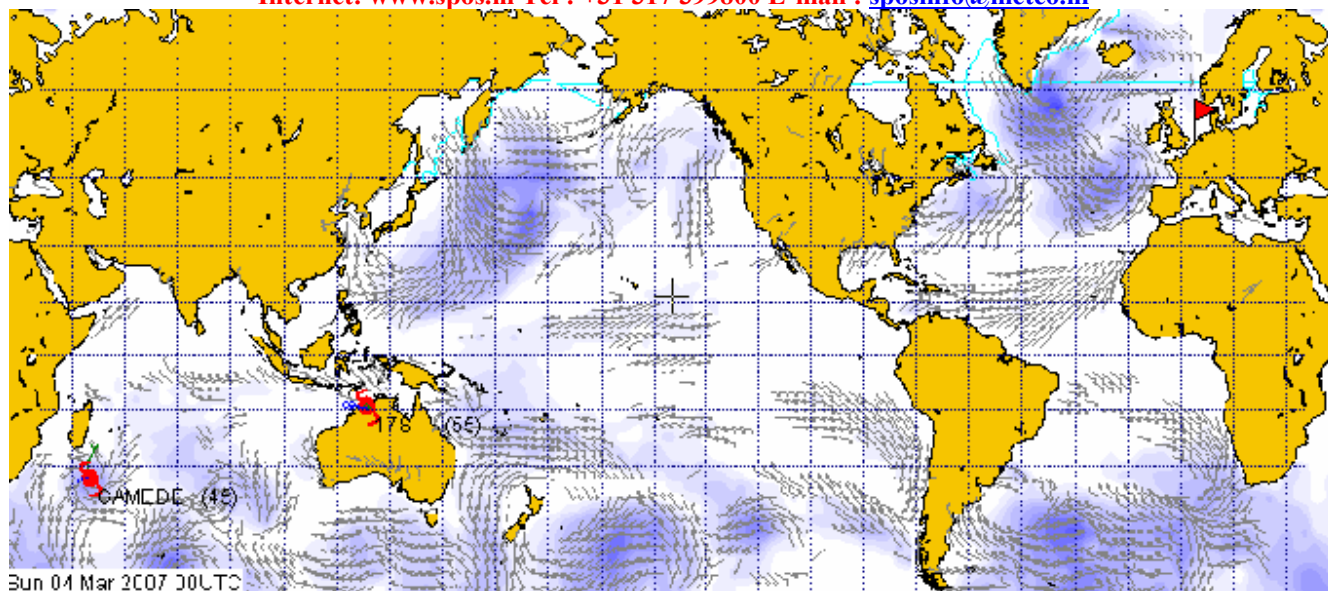
MARINE WEATHER

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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 freefall lifeboat of the **NORDNESS** was tested as can be seen at the above photo.

Photo : Marc van der Stok ©

BOEKBESPREKING

Auteur : Frank NEYTS

"Onderzeeboten!".

Bij de Nederlandse Uitgeverij Aprilis verscheen onlangs "**Onderzeeboten**", een uitgave in samenwerking met het Marinemuseum Den Helder. Het boek werd uitgegeven naar aanleiding van een tentoonstelling over honderdjaar Onderzeedienst bij de Koninklijke Marine. Harry de Bles, Graddy Boven en Leon Homburg tekenden voor de tekst, Jack Staller verzorgde de illustraties.

Onderzeeboten zijn onzichtbaar, ongrijpbaar, intrigerend en fascinerend. De wens om zich in een boot onder water voort te bewegen is eeuwenoud. Het boek "**Onderzeeboten**" laat zien hoe de onderzeeboot zich van een primitief vaartuig ontwikkelt tot een geducht en geavanceerd aanvalswapen. In 325 voor Christus laat Alexander de Grote zich enkele ogenblikken in een glazen ton onder water zakken om naar een walvis te kijken. Uitvindingen en prototypes van onder anderen Leonardo da Vinci, Cornelis Drebbel en John Philip Holland volgen daarna. Alle pioniers hebben dezelfde wens: het bedenken of produceren van de perfecte onderzeeboot.

Anno 2007 leveren Nederlandse onderzeeboten, vaak in het geheim, nog steeds een waardevolle bijdrage aan militaire missies. Dit boek maakt die 'onzichtbare' bijdrage zichtbaar.

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"Onderzeeboten" (ISBN 9-789059-941304) telt 132 pagina's en kost 19,95 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com.

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