

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 110



**Number 110 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 01-05-2007**

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

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**The MSC NAPOLI salvage team having a piece of cake during the Dutch Queen Beatrix birthday celebrations.**

**Photo : Thijs van der Jagt ©**

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### EVENTS, INCIDENTS & OPERATIONS



Sheerleg **GPS Atlas** lifted a gate from the floodbarrier **Maaslandkering** at Rotterdam on 26th of April. After transport the sheerlegs **GPS Atlas** and **GPS Ajax** both parbuckled the gate and placed it on a pontoon for further transport to Hollandia at Krimpen a/d IJssel. On April 27th both sheerlegs discharged the gate ashore.

**Photo: Hans de Jong ©**

## Ship prices to remain high for two years

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According to a report by Exim India, shipbuilders will be able to keep commanding record-high prices for at least two more years because rising demand has outpaced supply.

Executives at Varun Shipping and at BW Shipping Managers Pte said they expect current prices to hold steady for at least two years. STX Pan Ocean Co, South Korea's biggest transporter of iron ore and coal, said it may have to keep paying top dollar even longer.

Sea carriers have ordered a record number of new ships exceeding \$105.5 billion last year, enough to keep the largest yards working at full capacity until 2010. Demand has been driven by the booming trade with China.

"High building prices will remain for the time being, at least until 2011-12, because of low capacity and strong growth in China," STX Pan Ocean CEO Lee Jong Chul said at an event in Singapore.

Shipowners in 2006 ordered new vessels worth \$105.5 billion, mainly oil tankers, 37 per cent more than in 2005, according to London-based Clarkson Plc. That exceeded the previous record of \$76.3 billion spent in 2004.

"High ship prices are a concern, but as long as the premium on the newbuilding price is absorbed into freight rates, it still makes economic sense for us," Y. D. Khatau, managing director of Varun Shipping, said at the Singapore meet.

Shipyards have also raised prices for very large crude carriers by 67 per cent since 2004 to an all-time high. The price of bulk carriers that move iron ore and coal has increased by about 30 per cent this year, according to an analyst. Despite the costs, shipowners are still buying. Hyundai Heavy Industries said on April 2 it had received orders this year for 47 more vessels. That brought its backlog to 270 ships valued at \$ 26 billion, representing three years of work!



The **ALPHONSE LETZER** departed with the **TOG MOR** from Rotterdam

Photo : Wil Kik ©

## Open day at Burnham lighthouse keeper's cottage raises RNLi funds

Dozens of lifeboat supporters flocked to **Burnham-On-Sea's** lighthouse keepers' cottage on Saturday (April 28th) when the property was opened to the public in aid of RNLi funds.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 110

The historic house in Berrow Road is currently up for sale and the public was able to look around it while also supporting the RNLI by buying merchandise and collectables.

A stall run by members of Burnham RNLI Supporters Group raised over £400 during the day, delighting organizers.

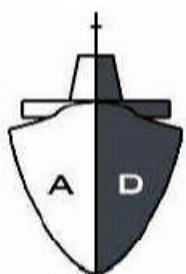


The **SMIT ARUBA** and **FAIRPLAY 21** seen assisting the **FRONT COMMANDER** in Rotterdam-Europoort  
Photo : Hans Hoffmann ©

## NAVY NEWS

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# ANGLO DUTCH SHIPBROKERS bvba



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## Russians delay Indian CV program

**Admiral Gorshkov** or the rechristened **Vikramaditya** aircraft carrier was slated to be a showpiece Independence Day 2008 gift from Russia. But the arrival of the floating airfield stands delayed to at least 2010 with Russian shipbuilders underestimating the length of cabling in the warship.

Much to the concern of New Delhi - India's sole aircraft carrier **INS Viraat** does not have many years left with only 12 Sea Harrier jumpjets on deck - the **Gorshkov project** is now going into cost over-run of over \$113 million, provisions of which have not been made in the Indo-Russian contract.

The warship, refurbished at the cost of \$1 billion, which includes 16 MiG 29K aircraft, is being built at the Sevmash shipyard in Severodvinsk City, once home to Russia's Northern Fleet.

Earlier, Russian shipbuilders had estimated 700 km of cabling in the ship but that's been revised to a total of 2,400 km for the carrier to be operational with the Indian Navy for the next two decades. According to official sources, even the sky-jump on the deck of **Gorshkov** is not completed and work is going at a slow pace.

A team headed by Vice Admiral B S Randhawa, Controller of Warship Production, and Joint Secretary (Maritime Acquisition) is going to Moscow next month to impress upon the Russians to speed up the **Gorshkov** repairs. On May 15, Randhawa will also inspect **Gorshkov** at the shipyard in northern Russia.

Adding to concerns here is Moscow's decision to look the other way as Pakistan received Chinese JF-17 fighters last month. These aircraft are powered by Russian RD-93 engines. Pakistan will now get 15 more fighters next year and another 200 by 2015.



The Dutch Guided Missile frigate **F 805 EVERTSEN** was spotted at Devonport  
**Photo : Ian Denton ©**

## SHIPYARD NEWS

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## Bharati to build advanced Multipurpose Offshore Support Vessel

Bharati Shipyard Ltd has signed a contract with Great Offshore Ltd. for construction and supply of a Multipurpose Offshore Support Vessel. The contract value of the vessel is US \$64.80 million.

The vessel has a diesel electric propulsion system with 5 generators of a total power of 10500 KW (14000HP). The vessel has all the equipment to support ROV / Diving / Sub sea operations. The power would be used to drive two azimuthing frequency-controlled thrusters of 6,600 kW and two retractable frequency controlled thrusters of 3000 KW.

The vessel also has dynamic positioning system and integrated power management system with full redundancy for DP2 operation.

The vessel is equipped with a very sophisticated electro hydraulic knuckle boom crane which is active heave compensated and is suitable for depths up to 3000 m and lifting capacity up to 150T. Among other features, the vessel has a helipad and anchor handling/towing winch of 300 .

Bharati Shipyard says this is India's first order for a such a sophisticated and technologically advanced OSV

## Order for new generation pipelay vessel

The Larsen & Toubro/SapuraCrest Petroleum Bhd joint venture has ordered a new-generation heavy-lift/pipelay vessel designed by Sea of Solutions, part of the Offshore Ship Designers Group.

Sea of Solutions was responsible for both the concept design and basic design of the \$138 million vessel, which will enter service in 2009.

The **S2500** pipelay vessel will be built by ASL Marine, Singapore.

The **S2500** design is a customized version of the Sea of Solutions' Seabarge 3000 design, featuring a more shipshape hull with bulbous bow. This increases transit speed and generates additional space for the mooring system without consequences for DP lay-out. The **S2500** has a 10-point mooring system and can be upgraded to DP.

The design incorporates a center firing line with 6 single joint welding stations to optimize pipelaying operations.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 110

The vessel is equipped with a 3,000 short ton single post crane. For this project, Sea of Solutions teamed up with Deltamarin of Finland, one of its engineering partners.



Bob Rietveldt, commercial director of Sea of Solutions, says that "there haven't been any modern dedicated derrick/pipelay vessels built over the past 15 to 20 years. To our knowledge the **S2500** is now the second newbuild, only preceded by the **Sapura 3000** presently being built by the Sembawang/Huisman consortium, which is also based on our design."

**Left : the SAPURA 3000**  
**Photo : Stephen Carson ©**

"These new designs bring substantial innovations to speed operations and deliver cost savings to operators," notes Rietveldt, who expects more contracts will be signed this year for innovative offshore vessels based on Sea of Solutions designs.

## ROUTE, PORTS & SERVICES

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## Container Ship Christened

The HCM City-based Sai Gon Shipbuilding Industry Company Ltd. (SSIC) and the Danish owner, the Erria A/S, launched a new 2,900 DWT container vessel. The new small river and seagoing container ship, named **Erria Viet Nam**, was built under a \$5m contract signed between SSIC and Erria in November 2005. Construction of the vessel began in February 2006. Under the contract, SSIC, a subsidiary of the Viet Nam Shipbuilding Industry Corp. (Vinashin) is undertaking the construction

## Maersk Line Wins Best Global Shipping Line



The **SEALAND MOTIVATOR** seen departing from Rotterdam-Europoort  
Photo : Piet Sinke ©

Maersk Line was named Best Global Shipping Line at the 21st Asian Freight and Supply Chain Awards (AFSCAs) ceremony held in Macau, April 26, 2007. In addition, Maersk Line was awarded 'Best Shipping Line Asia-Europe' and 'Best Shipping Line Transpacific'. Held once a year, the AFSCAs are widely recognised by the Asian logistics and shipping industry. Presented by the publication Cargonews Asia, the awardees are selected by readers, who vote for their favourite companies in the different categories.

## Offshorebedrijf bouwt grootste schip ter wereld

Het Zwitsers-Nederlandse offshorebedrijf Allseas gaat het grootste schip ter wereld bouwen. Het schip wordt 360 meter lang, 117 meter breed en gaat 1,3 miljard euro kosten.



Model of the **PIETER SCHELTE** as seen at the OTC in Houston  
Photo : Piet Sinke ©

Dat zei André Steenhuis, manager innovations van Allseas, zaterdag vanuit Houston. In 2010 wordt het schip waarschijnlijk in gebruik genomen.

Het schip kan grote platformen in een keer van de sokkel lichten en vervoeren, in plaats van in kleine stukjes, zoals nu gebruikelijk is. Dit scheelt tijd en geld en is milieuvriendelijker en tevens veiliger voor de werknemers. Daarnaast



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 110

kunnen met het vaartuig pijpleidingen voor olie en gas gelegd worden in diepe wateren op een recordsnelheid van zeven kilometer per dag.

Het schip krijgt de naam **Pieter Schelte**, vernoemd naar de vader van Allseas-eigenaar Edward Heerema. Pieter Schelte Heerema was een pionier in de offshorebusiness.



Seen arriving on the Clyde from a shipyard in Poland is the ferry **ARGYLE**. Her owners CalMac will use her on the run between Wemyss Bay and Rothesay.

**Photo : Tommy Bryceland, SCOTLAND ©**

## New lifeboat legacy for local man

The Hylton Burdon, an **Atlantic 85 model**, is one of the Royal National Lifeboat Institution's (RNLI) most technologically advanced inshore boats.

It was launched at Cullercoats lifeboat station in January and has already been used to rescue 10 people. Mr Burdon from Wallsend left the legacy in memory of his brother Richard, lost at sea in the 1940s.

The lifeboat was named on Saturday by his friend, Cheryl Robinson from Morpeth.

**Atlantic 85s** cost around £125,000 and are the first inshore lifeboats to have radar, enabling them to operate more effectively in reduced visibility.

Cullercoats was the first station in the north of England to operate the new class of lifeboat. Brian Reeds, the station's lifeboat operations manager, said: "Mr Burdon left this extremely generous legacy to the RNLI in memory of his brother Richard, who was lost at sea while serving with the Royal Navy in the 1940s.

"Our previous lifeboat, **Edmund and Joan White**, was also provided by a local man and we are very pleased to be maintaining a strong north-east connection between the RNLI at Cullercoats and our benefactors."

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## Een overzicht van de cruiseschepen die dit jaar Rotterdam bezoeken



**STAR PRINCESS – Foto : Piet Sinke ©**

| Datum        | Naam           | Status             | Duur / Verblijf | Rederij                   |
|--------------|----------------|--------------------|-----------------|---------------------------|
| 13 mei       | MS. Fram       | Transit            | 13.00-21.00 u   | Hurtigruten               |
| 19 mei       | Star Princess  | Transit            | 08.00-18.00 u   | Princess Cruises          |
| 20 juni      | Grand Princess | Transit            | 09.30-19.00 u   | Princess Cruises Le Havre |
| 23 juni      | MS Rotterdam   | Turnaround         | 07.00-18.00 u   | Holland America Line      |
| 7 juli       | Artemis        | Transit            | 08.00-18.00 u   | P&O Cruises               |
| 13 juli      | MS Rotterdam   | Transit            | 0.800-          | Holland America Line      |
| 14 juli      | MS Rotterdam   | Transit            | ongoing         | Holland America Line      |
| 15 juli      | MS Rotterdam   | Transit            | ongoing         | Holland America Line      |
| 16 juli      | MS Rotterdam   | Transit            | ongoing         | Holland America Line      |
| 17 juli      | MS Rotterdam   | Turnaround         | -18.00 u        | Holland America Line      |
| 21 juli      | MS Rotterdam   | Turnaround         | 07.00-17.00 u   | Holland America Line      |
| 24 juli      | MS Maasdam     | Turnaround         | 07.00-17.00 u   | Holland America Line      |
| 25 juli      | MS Rotterdam   | Turnaround         | 07.00-17.00 u   | Holland America Line      |
| 29 juli      | MS Rotterdam   | Turnaround         | 07.00-18.00 u   | Holland America Line      |
| 26 augustus  | Artemis        | Transit            | 08.00-17.30 u   | P&O Cruises               |
| 3 september  | Aurora         | Transit            | 10.00-23.00 u   | P&O Cruises               |
| 21 september | Star Princess  | Transit            | 08.00-18.00 u   | Princess Cruises          |
| 3 oktober    | Norwegian Gem  | Transit/Turnaround | 08.00-18.00     | Norwegian Cruise Line     |
| 4 oktober    | Norwegian Gem  | Turnaround         | 08.00-12.00 u   | Norwegian Cruise Line     |

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 110

|             |                   |         |               |             |
|-------------|-------------------|---------|---------------|-------------|
| 18 oktober  | Oriana            | Transit | 08.00-18.00 u | P&O Cruises |
| 6 december  | Artemis           | Transit | 11.00         | P&O Cruises |
| 7 december  | Artemis           | Transit | -18.00 u      | P&O Cruises |
| 8 december  | Aurora            | Transit | 10.00-19.00 u | P&O Cruises |
| 12 december | Queen Elizabeth 2 | Transit | 10.00-18.00 u | Cunard      |



|             |                |         |               |                  |
|-------------|----------------|---------|---------------|------------------|
| 12 december | Queen Victoria | Transit | 10.00-18.00 u | Cunard           |
| 25 december | Pont Aven      | Transit | 09.00         | Brittany Ferries |
| 26 december | Pont Aven      | Transit | -21.00 u      | Brittany Ferries |
| 30 december | Pont Aven      | Transit | 09.00         | Brittany Ferries |
| 31 december | Pont Aven      | Transit | -21.00 u      | Brittany Ferries |



De **ROTTERDAM** vertrekkend uit Rotterdam – Foto : Piet Sinke ©

## St Petri brings \$38.5m

German buyers are said to have paid \$38.5m for the 47,000-dwt products tanker **St Petri** (built 2000) according to late broker reports.

Germany's Chemikalien Seetransport was reported to have acquired the ship for a reported \$28m in December 2002 with a long-term charter serving the Oetker group.



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The Clarkson's Research database lists the ship in the managed fleet of Imabari-based Maruta Industries (Maruta Sangyo).



The **RAMFORM EXPLORER** seen departing from Rotterdam  
Photo : Robert Smith ©

## Siem adds to AHTS orders at Kleven



Norway's Siem Offshore has declared an option for the construction of two additional large Anchor Handling Tug Supply vessels (AHTS) at Kleven Verft AS. The contract value is approximately NOK 1.1 billion (about \$185 million), and the vessels are scheduled for delivery in first and second quarter 2010.

The 28,000 bhp vessels which are of Vik-Sandvik VS 491 CD design will have a bollard pull of 300 tons, winch of 500 tons, accommodation for 60 persons, full PSV capacities and are designed with a special focus on safe anchor handling operations.

The vessels are 91.0 m in length over all, with a beam of 22.0 m.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 110

The engine configuration will enable both diesel mechanical and diesel electric propulsion which, in combination with the hull design, will represent efficient fuel consumption and reduced emission.

Siem Offshore already has 6 identical vessels under construction at Kleven Verft and its sister Myklebust Verft



The **LIMPOPO** seen departing from Durban with the pilot helicopter just behind the mast

Photo : Trevor Jones ©

## Evergreen Named Best Intra-Asian Shipping Line

Evergreen Marine Corp has been awarded Best Shipping Line - Intra Asia for the third year in a row at the 21st Asian Freight and Supply Chain Awards (AFSCA). Wong Kwok-Leung, senior vice president, Evergreen Marine Corp collected the award from Stephen White, Director of Asia Pacific Region and Global Leasing, Thermo King at a ceremony held at the Macau Fisherman's Wharf Convention and Exhibition Centre on 25 April. The AFSCA accolade is particularly significant because it is voted for not by a panel of judges, but by the readership of leading regional freight newspaper Cargonews Asia, which represents shippers from across Asia

## Seacor slumps

US tanker and offshore owner Seacor Holdings has been hit by increased repairs and drydockings in the first quarter.

It said net earnings were \$38.2m to 31 March, from operating revenues of \$310.8m, compared to profit of \$50.1m from \$305.9m in the same quarter of 2006.

Marine transport, which includes the Jones Act tankers, posted an operating loss of \$1.6m, compared to a profit of \$2.2m the year before.

Results were significantly affected by three vessels being off-hire for various periods, it said. Two tankers were undergoing conversion to a double-hull configuration, one of which was off-hire for the entire quarter, while the other was off-hire beginning in early March. These vessels are expected to return to service in April and September, respectively.

Offshore marine operations produced operating profit of \$56.7m, against \$75.2m last year.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 110

The number of days available for charter in the first quarter decreased by 860 or 4.4% as a result of a smaller fleet and a shorter quarter.

Overall utilisation fell from 82.3% to 79.2%, primarily due to a higher level of downtime for repairs and dockings than in the preceding quarter, predominantly in the US Gulf. Average day rates climbed from \$10,447 to \$11,209 per day year-on-year.

## MOVEMENTS

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The **ABERDEEN** seen outward bound at Maaspilot station

Photo : Dirk Kleijn ©





The **CAP FINISTERRE** seen in Rio Grande  
Photo : Marcelo Vieira ©



The **SMIT LLOYD 27** arrived with the **SMIT CYCLONE** from Callao at Balboa for the Panama canal passage, enroute to the US Gulf.

Photo : Luis Giampietri ©

## OLDIE – FROM THE SHOEBOX



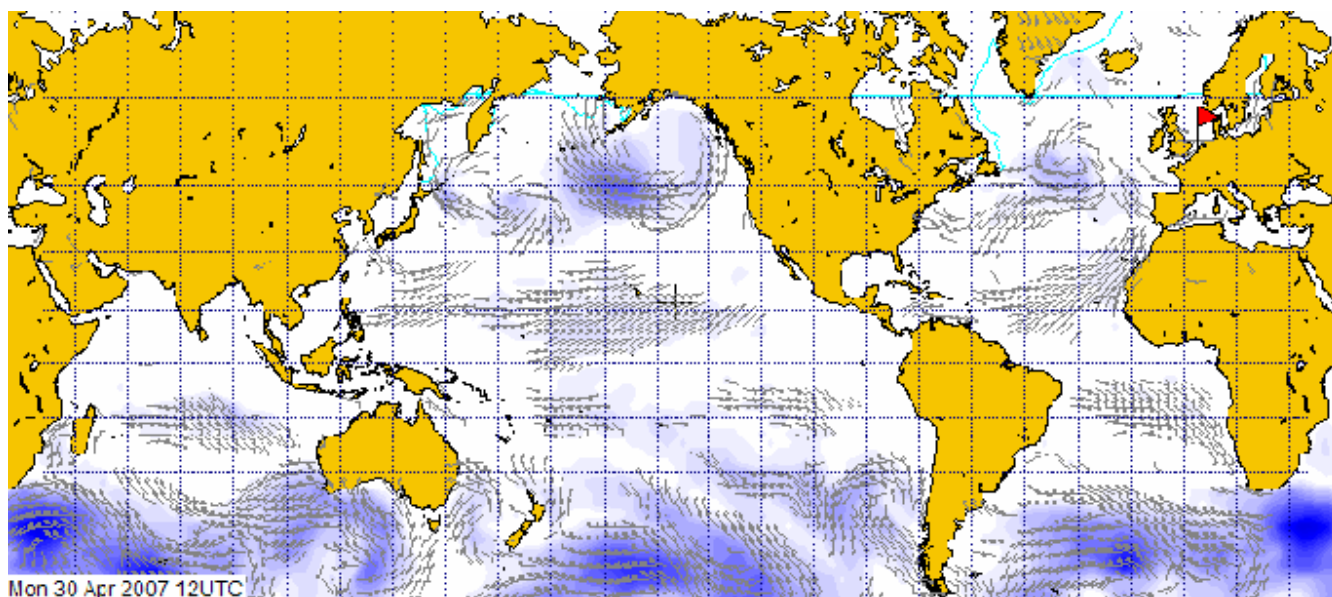
Spotted in Jebel Ali by **J.Nieuwenweg**, the **YAL**, build in 1970 as the Dutch tug **NOORDZEE** for **L. Smit & Co's Internationale Sleepdienst NV**, at the Merwede shipyard in Hardinxveld under yard number 599, 1975 she was equipped with a bowthruster of 390 bhp by "Boele's Scheepswerven en Machinefabriek" at Bolnes, transferred during 1986 To "**Smit Tak International Ocean Towing & Salvage Co Ltd**" at Nassau (BHM), renamed **SMIT NOORDZEE**, 1988 transferred to "**Iran Marine Services Co (Smit Tak)**" at Bandar Khomeini (IRN) and renamed in **DAFI**, in 1991 the tug was heavily damaged by fire, but repaired again and during 1991 re-engined 1x diesel 4tew 6cyl Werkspoor type 6TM410, 3500bhp-2574kW, 1993 transferred to "**Iran Marine Services Co**" at Teheran (IRN), renamed **YAL** (Iranian flag), at the end of the nigh ties the tug was transferred to "**Pars Dolphin of Qeshm Co**" at Teheran (IRN) and is still in service as can be seen at the photo's – **Photo's : J.Nieuwenweg ©**

## MARINE WEATHER

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



The **HIGHLAND TRADER** seen near the **K12-BP platform**  
Photo : M.Telman ©



## BOEKBESPREKING

Door : Frank NEYTS

### "Nederlandse Koopvaardij schepen in beeld"

Bij de Nederlandse **Uitgeverij De Alk** verschenen zopas de twee nieuwste delen van de "**Nederlandse Koopvaardij schepen in beeld**", "Deel 3 : **Passagiersvaart**" en "Deel 4 : **Tankvaart**".

Met die publicaties biedt De Alk een serie boeken over de Nederlandse Koopvaardij.

In die prachtig uitgegeven boeken worden aan de hand van het mooiste fotomateriaal de schepen die vanaf 1945 deel uitmaakten van de vloot van de Nederlandse rederijen voor het voetlicht gebracht. De vaak magische beelden, voorzien van toelichting, worden voorafgegaan door een korte beschrijving van de rederijen, waarvan de schepen in het boek worden getoond. Per jaar worden er twee nieuwe delen gepland in deze serie.

**"Deel 3 – Passagiersvaart"** (ISBN 978 90 6013 231 9) brengt het verhaal van de passagiersvaart onder Nederlandse vlag. Deze kwam pas echt tot ontwikkeling in de eerste decennia van de twintigste eeuw, vooral onder invloed van de emigratiegolf naar de 'Nieuwe Wereld'. De concurrentie van de burgerluchtvaart betekende kort na 1960 het einde van de intercontinentale passagiersvaart per schip. Met de Holland Amerika Lijn kon Nederland zich in de cruisevaart tot op vandaag handhaven.

**"Deel 4 – Tankvaart"** (ISBN 978 90 6013 232 6) omvat de naoorlogse GHV-tankers van de Koninklijke Shell groep en van Nederlandse rederijen die met hun tankers uitsluitend in de intercontinentale 'deep sea' tankvaart opereerden.

Elk boek telt zowat 120 pagina's en evenveel foto's. Ze worden genaaid gebonden uitgegeven op een formaat van 22 bij 24,7 cm. Elk deel kost 19,90 euro.

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