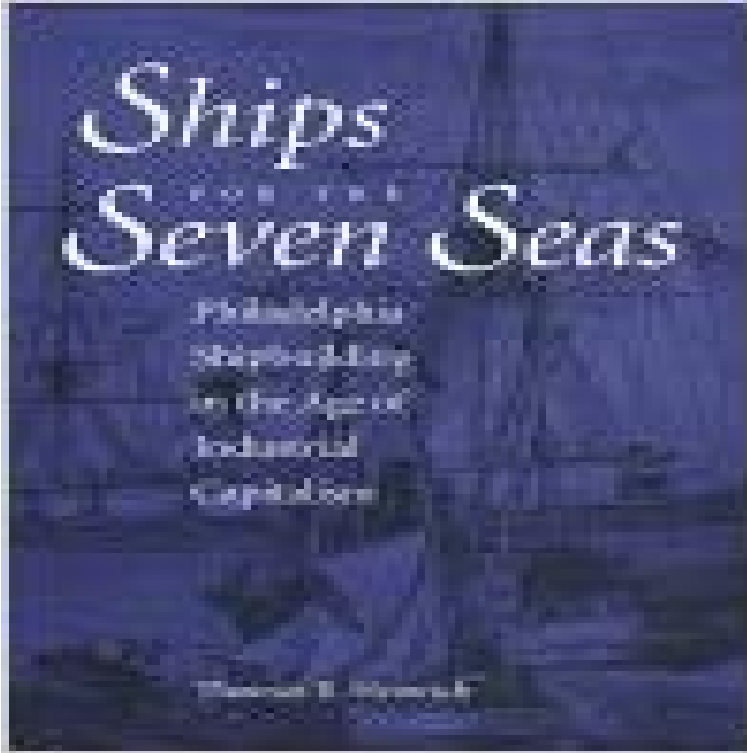


Ships for the Seven Seas: Philadelphia Shipbuilding in the Age of Industrial Capitalism (Studies in Industry and Society)



Sustained by a skilled work force and the Pennsylvania iron and steel industry, Philadelphia shipbuilders negotiated the transition from wooden to iron hull construction earlier and far more easily than most other builders. Between the Civil War and World War I, Philadelphia emerged as the vital center of American shipbuilding, constructing a wide variety of vessel types such as passenger liners, freighters, battleships, and cruisers. In *Ships for the Seven Seas*, Thomas R. Heinrich explores this complex industry from the workshop level to subcontracting networks spanning the Delaware Valley. He describes entrepreneurial strategies and industrial change that facilitated the rise of major shipbuilding firms; how naval architecture, marine engineering, and craft skills evolved as iron and steel overtook wood as the basic construction material; and how changes in domestic and international trade and the rise of the American steel navy helped generate vessel contracts for local builders. Heinrich also examines the formation of the military-industrial complex in the context of naval contracting. Contributing to current debates in business history, *Ships for the Seven Seas* explains how proprietary ownership and batch production strategies enabled late nineteenth-century builders to supply volatile markets with custom-built steamships. But large-scale naval construction in the 1920s eroded production flexibility, Heinrich argues, and since then, ill-conceived merchant marine policies and naval contracting procedures have brought about a structural crisis in American shipbuilding and the demise of the venerable Philadelphia shipyards.

Agradable ruta realizada junto al Bilbao Alpino que parte desde la localidad alavesa de Guinea, en la vertiente Sur de la sierra de Arkamo y que discurre por las cimas de Olvedo, Pelistornes y Cantoblanco.

Desde Guinea el camino es muy evidente, ya que las dos primeras cimas están muy cerca y separadas por un pequeño collado. Su subida es corta y casi directa y está señalizada justo a la salida del pueblo.

Al Olvedo se llega relativamente rápido. A pesar de que las nubes a veces nos impiden apreciar las vistas, el paisaje se

intuye precioso.

2017-01-22_10-36-17

Para pasar del Olvedo al Pelistornes tan sólo tenemos que cruzar el collado y llegaremos en apenas 10 minutos a nuestra segunda cima del día.

2017-01-22_10-53-02

Una vez coronadas las cimas anteriores hay que continuar la travesía en dirección a la al Cantoblanco, que se asciende tras un durillo cortafuegos.

20170122_123405

Desde la cima tenemos justo en frente el Montemayor, máxima altura de la vecina sierra de Arkamo.2017-01-22_13-00-09

Finalmente, iniciamos el descenso hacia la curiosa localidad de Salinas de Añana...

20170122_142807

...donde podremos completar la ruta con una visita a las propias Salinas.

20170122_142812

Una ruta de unos 15 kilómetros sin dificultades reseñables. Únicamente se hace necesaria logística de vehículos. De no tener esta facilidad entonces es mejor realizar únicamente la subida al Olvedo y Pelistornes.

Tu voto:

Publicado en Araba, Rutas fáciles | Deja un comentario

Los Retos de 2017

Publicado el 01/24/2017 por 12meses12montes

Bueno, un nuevo año que ha pasado y uno nuevo que acaba de comenzar. 2016 fue un año muy intenso, si bien los retos que nos marcamos en un principio sólo se vieron cumplidos en una tercera parte. No fue un buen año para ellos, ésta vez la alineación de planetas se generó en pocas ocasiones.

Sin embargo, no decaemos. Cogemos el testigo y no vamos a desistir en su intento, por lo que los retos que no conseguimos cumplir en 2016 serán los que tratemos de realizar en 2017, más algunos otros, a ver qué os parecen. Seguir leyendo

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