

DAILY SHIPPING NEWSLETTER 2002 – 073



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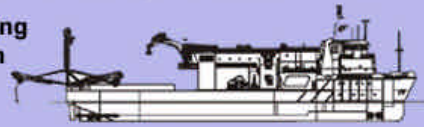
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**Operation
Enduring Freedom**



An **F-14D Tomcat** departs from the flight deck of the **U.S.S. Abraham Lincoln** aircraft carrier in the Gulf, November 11, 2002. Pilots aboard the Lincoln, the only U.S. carrier now in the Gulf - say their regular bombing of targets in Iraq, during patrols of the no-fly zone, is giving them invaluable practice should a full-scale conflict break out

EVENTS, INCIDENTS & OPERATIONS

Spain's Dragados results down by \$25m



SPANISH industrial group Dragados said exceptional charges and the economic strife in Argentina lay behind a 4.1% drop in net profit to E 166.2m (\$163.3m) for the first nine months of the year.

The group, which has business interests in sectors from construction to port management, lost E 25m because of the economic slowdown in Argentina, a situation further exacerbated by the devaluation of the peso.

The group's port services and logistics division once again emerged as one of its strongest business areas, one that is helping to prop up results during turbulent times.

The division, which already operates terminals in key Spanish ports and is seeking new opportunities both nationally and abroad, saw revenues for the nine-month period increase by 33.4%. During the first three quarters of 2002, the division won a contract to unload and store coal imports at the solid bulk terminal in the port of Santander.

Other divisions in the group also won maritime-related contracts. Subsidiary Urbaser closed a deal to maintain containers at inland terminals in Madrid, while the industrial division signed contracts to build LNG berths for Enagás in Barcelona and a new breakwater for the port of Sagunto, near Valencia.

Excluding the acquisition of the Dutch construction and dredging firm Hollandsche Beton Groep, Dragados invested E 412.3m during the period under review, most of it targeted at its services and concessions divisions. Earlier this year, Dragados bought HBG for E 756m, only to sell just months later to Dutch construction group Royal BAM NBM for E 715m.

Dragados said the second sale would be completed by mid-November. While analysts were reserved about the group's prospects for the remainder of the year, they were expecting a rebound during 2003.

Revenues grew 11% in the nine-month period to E 4.01bn.

CASUALTY REPORTING



Top ; file picture of the **HANJIN PENNSYLVANIA** entering the port of Hong Kong
Photo : Dennis Shum ©

DAILY SHIPPING NEWSLETTER 2002 – 073

The **HANJIN PENNSYLVANIA** departed 8 November from Singapore and was enroute Europe with ETA in Rotterdam of November 27th (route 005W) had an explosion onboard in cargo hold No 3 which set off a large fire in the cargo hold, Wijsmuller salvage was contracted for the salvage, the deckload of the vessel consist out off fireworks bound for Europe, two tugs are at present enroute.

The vessel is one of the latest new additions to the HANJIN fleet and was commissioned into service during March 2002.



The **HANJIN PENNSYLVANIA** passing Cuxhaven 01-10-2002 enroute the Far East
Photo : Wehdemeier ©

Latest info :

C.c. Hanjin Pennsylvania is reported to be on fire approximately 80-100 nautical miles off Galle. According to the current available information the fire is a result of an apparent explosion of some cargo on board the vessel. However this is to be confirmed. The vessel was reportedly in distress since approximately 0730 yesterday. Understand salvage tugs have just reached the vessel and are in the process of fighting the fire. Crew members reported rescued except for two, one presumed dead and one missing.

Ships Collide in Channel

An investigation was under way today after two ships collided in the English Channel, coastguards said.

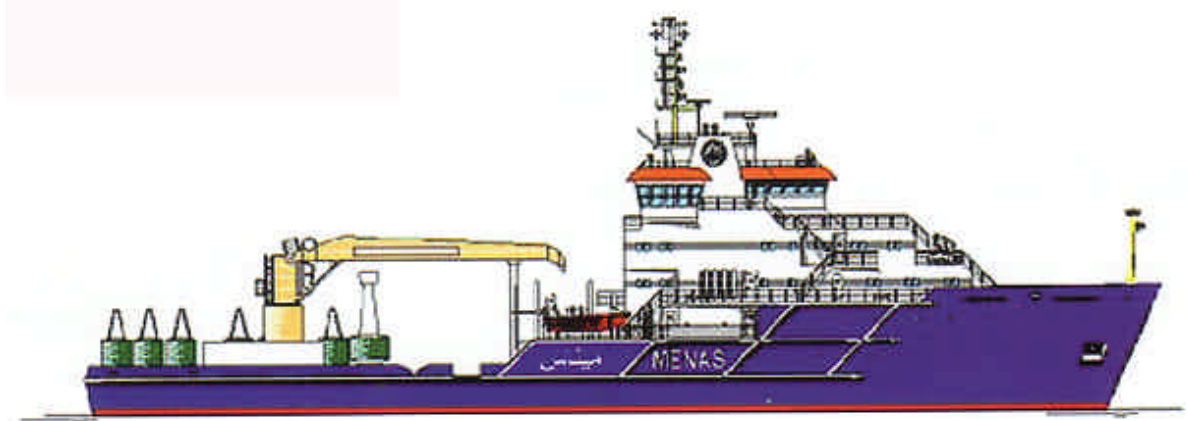
The collision occurred last night between the 21,000-tonne bulk carrier called **Southern Star** and the 38,900-tonne bulk carrier, the **Docelake**. The captain of the Southern Star, registered in Panama, contacted Dover Coastguard to report the incident.

Shortly afterwards, the coastguards were also in radio contact with the crew of the Liberian-registered Docelake. No one was hurt and both ships were still able to continue their journeys into port. The coastguards said the damage to both ships was limited to "bent metal".

A salvage tug was sent out to the Southern Star and her 23-strong crew were this morning docking in Boulogne. The Docelake's and her crew of 20 were making their way into Le Havre. At first Dover Coastguard thought the Docelake was "steaming from the scene" following the collision. But later a coastguard spokesman said: "They were listening in on the radio to us talking to the Southern Star so they knew she was all right and they were just concentrating on their own safety."

SHIPYARD NEWS

DAMEN TO BUILD NEW LIGHT TENDER FOR MENAS



The Middle East Navigation Aids Service responsible for aids to navigation in the Arabian Gulf have placed a €29 m order with Dutch shipyard Damen to build and equip a technologically advanced Light Tender which will install and service nav aids from its base in Bahrain.

The new Light Tender is to replace the RELUME upon completion in May 2004, will be 82 mtr long and feature a diesel electric propulsion system and Dynamic positioning, the vessel will be built at Damen's Galatz yard in Roumania and finished at Vlissingen in the Netherlands.

AHURIRI



A new tractor is recently constructed in Singapore by ASL Shipyard Pte for use in the Port of Napier in New Zealand marks a milestone for Voith, Named **AHURIRI** the new vessel is the first to be fitted with a new type of propulsion united incorporated

six blades for the first time, this extremely compact tractor is only 23.8 mtr in length but has a beam of 11 mtrs, two Wartsila 8L36A main engines produce a total of 6522 bhp , during trials the **AHURIRI** produced a bollard pull of 65 tons and 68 tons at overload. The vessel is designed to operated with a **crew of 2 persons.**

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MISC seeks \$820m of LNG newbuilding finance

A \$820m loan for Malaysia International Shipping Corp will be launched on Thursday. The financing will be used to fund the construction of LNG carriers in Japan. The loan with an attractive 97.5% political risk cover is believed to carry a margin of 70 basis points over Libor.

The loan backed by the Japan Bank for International Cooperation, includes ANZ Investment Bank, Bank of Tokyo-Mitsubishi, Mizuho Corporate Bank, Societe-Generale, Standard Chartered Bank and Sumitomo Mitsui Banking. This is the second major shipbuilding deal for JBIC following the two P&O Princess cruiseships done under the new shipbuilding rules adopted by the Organisation for Economic Cooperation & Development.

While the cruiseships were done under an export buyers credit after the old OECD rules for 8% minimum interest level were dropped, the MISC deal appears to be done with JBIC's involvement focused on supplying export insurance.

Minoan lines up sales to pay for newbuildings

Ro-pax pair delivered last year will be sacrificed

CRETAN operator Minoan Lines is seeking to raise as much as \$145m from selling off two of its newest ro-pax ferries as it struggles to lighten the burden of a E 1bn (\$982m) newbuilding programme.

Executives at the Greek stocklisted company have been talking about entertaining offers for the Samsung-built pair Prometheus and Oceanus, both delivered last year, for several months.

But the ships have now been officially put up for sale by circulating authorisations to passenger ship brokers.

DAILY SHIPPING NEWSLETTER 2002 – 073

Brokers say Minoan is hoping for \$74m apiece for the 30-knot vessels, with \$145m being the en bloc price. The ships are 212 m long with 52 cabins and 1,916 lane metres of garage space for 120 trucks and 150 cars or alternatively 600 private cars.

The **Prometheus**, the first ship in what was Korea's largest Western ferry order, has been operating in the Adriatic for Minoan this year.

The **Oceanus** was used to launch Minoan's joint venture service with Grimaldi-controlled Grandi Traghetti over the summer and is sailing for the partners' Mediterranean Ferries operation between Genoa and Tunis, with a weekly call in Malta. The **Oceanus** has been operating under the name **Ariadne Palace 1** since the line was due to be started by a third Samsung newbuilding, **Ariadne Palace**, but this was delayed, a Minoan executive said yesterday.

"All the marketing for the service had been done in that name," said Nikos Paterakis, Minoan's IR manager.



Sistership **Ariadne Palace 1** (above moored in Genua – Photo : Piet Sinke) was delivered last month and has bolstered the company's Adriatic service between Patras and Venice which "has done particularly well this year", Mr Paterakis said.

According to Minoan it has now sold all its older vessels with the exception of one, the **Daedelus**, as well as most of its positions in other companies in order to return to profitability. Since 1995 it has had 10 large new ferries constructed, with the **Ariadne Palace** concluding the programme. Last year, the company sold its first newbuilding, the **Aretousa**, to French operators, clawing back further cash.

"Operationally we are going pretty well," said Mr Paterakis, speaking of the decision to sell **Prometheus** and **Oceanus**. "The aim is to keep the ships that are most profitable for us and to sell other assets in order for this to be translated into a bottom line profit for shareholders."

Minoan is one of several Greek ferry companies that have invested heavily in newbuildings in recent years and are now struggling to maintain former levels of profitability, partly because of the expansion charges.

Aside from its core fleet of modern ferries, the company retains a large stake in coastal passenger giant Hellas Flying Dolphins as well as in internet provider Forthnet, although the intention to divest itself of the latter at an opportune moment has also been mentioned by management.

DAILY SHIPPING NEWSLETTER 2002 – 073

At the same time a small one-day cruise venture co-owned with Cretan tour operators also looks like being wound down. It is understood the company is close to selling the venture's ship, the **Minoan Prince**, a 30-year old vessel that used to be named **Apollon** when it traded for Epirotiki Lines.

FROM VICTORIA TO MONA LISA

Since arriving in Genoa a week ago, P&O stores and crew have departed the as Italian and Greek workers begin her conversion to **MONA LISA**. The 1966-built former **KUNGSHOLM** will receive improved air conditioning, a more environmentally friendly incineration unit, and better land water filtration systems. The ship's new owner, Paris Katsoufis, will not alter the classic ambiance of this much beloved vessel.

During the **VICTORIA**'s final cruise, however, P&O crew revealed plans to remove the 17th and 18th century china plates on display in the Coral Dining Room (artifacts that were originally part of the ship's Swedish American Line heritage). Other original items previously removed from the ship include the Four Burghs on display in the Princess Theater (which were from the 1953-built **KUNGSHOLM**). The **MONA LISA** will sail under charter to German-based Holiday Kreuzfahrten for the foreseeable future.

STELLA TO SHINE AGAIN IN '03!



Royal Olympic Cruise Lines have spent \$3 million US in a refurbishment of their popular classic liner **STELLA SOLARIS** (former CAMBODGE) and will employ the ship on a wide variety of itineraries in 2003-4 including cruises to the Baltic, Mediterranean, and even around the world.

SILVERSEA CRUISES IS NAMED WORLD'S BEST SMALL SHIP

CRUISE LINE 2002 BY CONDE NAST TRAVELER FOR 7TH CONSECUTIVE YEAR - SILVERSEA CRUISES IS AWARDED THE HIGHEST SCORE OF ANY CRUISE LINE

Ultra-luxury cruise market leader, Silversea won the highly prestigious Conde' Nast Traveler award for World's Best Small Ship Cruise Line 2002, for the seventh year running, at this year's award ceremony held in Honolulu during the ASTA congress last night. Silversea also received the highest score of any cruise line large or small for the third year in a row. With the highest score of 92.9, Silversea Cruises outscored the nearest runner-up in the Small Ship category (vessels carrying fewer than 500 passengers) by 4.1 points. The high score of 92.9 also enabled Silversea to outscore all cruise lines in the Large Ship category (ships carrying more than 500 passengers)

HOLLAND AMERICA ZAANDAM SAILS INTO NEW HOMEPORT AT PORT CANAVERAL SATURDAY, NOVEMBER 9, 2002, CRUISE TERMINAL 10



The first Holland America ship to homeport at Port Canaveral arrived in Central Florida on Saturday, November 9, 2002, then sets sail on its first seven-day voyage to the Caribbean from the world's second busiest cruise port. Several events are planned to welcome the **Zaandam**.

**163 passengers, 18 crew members
get sick on cruise ship**



Left : The **AMSTERDAM** departs from Rotterdam 31-05-2001 – **Photo : Piet Sinke ©**

At least 163 passengers and 18 crew members contracted a stomach virus onboard Holland America's **Amsterdam**, causing dozens to disembark early from the 10-day Caribbean cruise.

Six hundred workers came onboard the ship Monday morning after it returned to Port Everglades. They worked to clean and disinfect every surface -- from handrails to poker chips -- with a chlorine solution, said Holland American spokeswoman Rose Abello. The ship sailed at 6 p.m.

The Centers for Disease Control is investigating and has determined that the Norwalk-like virus was spread from person to person, Abello said. Symptoms include diarrhea and vomiting.

CDC spokeswoman Karen Hunter said the agency does not disclose its findings until its investigation is complete and a report is issued.

Abello said the cruise line, owned by Carnival Corp., believes it has pinpointed the initial carrier to a passenger from a previous cruise who entered the infirmary citing gastrointestinal distress.

DAILY SHIPPING NEWSLETTER 2002 – 073

SHIP SALES

Vessels sold for further trading

BULK CARRIERS:

Royal Excelsior: 151,000 tdwt blt 95 Kawasaki reported sold region US\$22,500,000 to clients of Ocean bulk.

Cape Tenaron: 75,000 tdwt blt 01 Samho.

Cape Race: 75,000 tdwt blt 01 Samho reported sold region US\$21,750,000 each to IRSL.

Giovanni Della Gatta: 64,801 tdwt blt 87 Fincatieri Stabia. Reported sold region US\$7,300,000 with 3 years charter back at US\$7,750 pd to clients of Grecomar.

Highland Trust: 42,800 tdwt blt 85 Mitsubishi crs 4/25Ts reported sold region US\$4,850,000 to Greek buyers.

Packing: 31,750 tdwt blt 83 Kanda Kawajiri crs 5/30 ts reported sold region US\$4,000,000 to Greek buyers.

TANKERS:

Irving Galloway: 300,000 tdwt blt 97 Mitsubishi.

Irving Primrose: 300,000 tdwt blt 97 Mitsubishi reported sold region US\$58,000,000 each with 5 years TCB at US\$30,000 pd.

Dorset: 270,000 tdwt blt 75 Ishikawajima reported sold region US\$7,750,000 to clients of Shaheen Invest Jordan.

Highland Spirit: 7,500 tdwt blt 85 Taihei Hashihama, IMO2/IMO3, coated, coiled reported sold region US\$3,100,000 to Korean buyers.

Eastern Phoenix: 3,250 tdwt blt 99 Sasaki Kinoe reported sold region US\$6,100,000 to Korean buyers.

DEMOLITION: all prices per ton lightweight

Mt W S Nile: 46,783 tdwt, blt 1974, 9,656 lwt sold India, early October, US\$166.00 per lwt.

Stt Leader: 37,807 tdwt, blt 1969, 8,571 lwt sold India, US\$189.00 per lwt. price includes about 900 tons bunkers rob.

Lgc Lincolnshire: 24,950 tdwt, blt 1972, 9,422 lwt sold cash interests, US\$157.00 per lwt 'as is' Fujairah for resale India.

BC Euromerchant: 64,000 tdwt, blt 1978, 12,416 lwt sold India, region US\$165.00 per lwt.

Cont Heung-A Star: 21,066 tdwt, blt 1979, 11,196 lwt sold India. US\$170.00 per lwt.

P&O Princess agrees new ships delivery dates

P&O Princess has agreed new delivery dates for the two ships being built by Mitsubishi Heavy Industries. The change to the delivery schedule comes after one of the two cruise ships was damaged when a fire swept through the shipyard in Nagasaki, Japan, last month. At the time of the fire P&O said it would have to cancel the cruise programme of the damaged ship, named Diamond Princess, until March 2004. The \$400m luxury cruiser with a 4,300 capacity was due to be delivered in May 2003 and start service a month later.

On Monday P&O Princess announced that following an agreement with MHI the delivery date for the second undamaged ship would be moved forward by three months to February 2004 and that it would be renamed **Diamond Princess**.

The new Diamond Princess will be deployed in the Mexican cruise trade. The original Diamond Princess is now to be named **Sapphire Princess** and will be delivered in time for the 2004 Alaskan season.

P&O, which last month stopped recommending a merger with Royal Caribbean, in favour of a tie-up with rival Carnival Corporation, also reiterated that it was not expecting any significant impact on 2003 profits from the lost cruise days, given that insurance policies would cover the delays in delivery.

The revised delivery dates are also expected to only reduce capacity for 2004 by 1 per cent, resulting in what the group described as an "immaterial" impact on 2004 earnings.

ULSTEIN DELIVERS SOLSTADS FIRST A 101



Regular customer Solstad Offshore has taken delivery of its first of a new series of fast, multi functional Type A101 anchor handling supply vessels from home shipyard Ulstein Verft. The 82.1 mtr long and 20 mtr wide series

NORMAND MARINER is the second A101 and follows the prototype delivered to Olympic Shipping in January.

The 3683 dwt, 16.5 knots ship, Ulstein verft 's first own design since it separation from the Ulstein Group is suited for

a range of works, particularly anchor handling in deep water. The **NORMAND MARINER** is powered by 4 x 4310 kW Wartsila main engines with a total power output of 23.500 bhp.

THE FOLLOWING CONTAINER VESSELS ARE EXPECTED IN ROTTERDAM

MING GREEN	12 NOV	
ZHONG HE	12 NOV	
HANJIN PRAHA	13 NOV	
PONL SYDNEY	14 NOV	
HANJIN BEIJING	14 NOV	
COSCO SHANGHAI	16 NOV	
GOLDEN GATE BRIDGE	18 NOV	
MING ORCHID	19 NOV	
DONAU BRIDGE	19 NOV	
HANJIN PRETORIA	21 NOV	
PONL GENOA	21 NOV	
HANJIN BERLIN	21 NOV	
COSCO ANTWERP	23 NOV	
BREMEN BRIDGE	25 NOV	
MING COSMOS	26 NOV	
TENG HE	26 NOV	
HANJIN PENNSYLVANIA	27 NOV	Delayed

NAVY NEWS

Six builders in line for \$247m New Zealand navy contracts

SIX shipbuilders have been short-listed to bid for naval contracts worth NZ\$500m (\$247m), the New Zealand government said on Monday. New Zealand plans to buy a multi-role vessel big enough to carry a company of soldiers and their equipment, and a number of smaller patrol vessels for maritime surveillance.

Defence Minister Mark Burton said the companies are Europe's biggest defence company BAE Systems, German-based Thyssen Krupp's Blohm+Voss; Australian-Dutch joint venture DSA; Singapore Technologies Marine; Tenix Defence Australia, and Britain's Vosper Thornycroft Holdings.

The companies will be invited to respond to a request for proposals expected to be issued early next year. New Zealand's navy currently has two new ANZAC class frigates, an ageing Leander class frigate nearing the end of its operational life, four small inshore patrol vessels, and several support vessels.

The government has said it wants vessels capable of patrolling New Zealand's exclusive economic zone which, at 1.2m square nautical miles, is the fourth biggest in the world.

USS CARL VINSON



The aircraft carrier **USS Carl Vinson (CVN 70)** departs San Diego Harbor for the return trip to her homeport of Bremerton, Washington. Carl Vinson and her newly assigned Carrier Air Wing Nine (CVW-9) are completing a recent workup exercise in the Southern California operating area in preparation for an upcoming regularly scheduled deployment.

Russia leaves Indian Navy crew out in the cold



Two hundred Indian Navy personnel are twiddling their thumbs in the icy cold of the northern Russian city of St Petersburg waiting to bring home a top-of-the-line 'stealth' frigate.

DAILY SHIPPING NEWSLETTER 2002 – 073

When they left India, they were told by the Russians that the frigate was ready for delivery. On arrival, the Indian team discovered that the frigate's surface-to-air missile system was not performing to their satisfaction. They are now waiting for the Russians to upgrade the system.

A similar contingent that had gone to St Petersburg to bring home another frigate of the same ``Talwar'' class was recalled after a wait of several months. There were similar problems with this frigate and the Indian Navy felt that the crew was serving no purpose there.

The two ``Krivak-III'' class frigates, **INS Talwar** and **INS Trishul**, of the three being built by Russia as part of an estimated billion dollar deal signed in 1997, were earlier expected to join the Indian fleet this year. This is the second major delay in the system. The first occurred because of mismanagement in the shipyard in the initial stages of the project.

``More than 400 personnel, with each crew comprising around 20 officers and 180 sailors, were sent in batches to Russia several months ago for training on the two ships. Some officers had left as early as last December. But with the ships not being operationally ready, the **INS Trishul** crew has been recalled," said a source.

``Though hectic negotiations are in progress with the Russians, there is now even talk of repatriating the **INS Talwar** crew. Besides the cost overruns, the morale of the sailors has taken a big dip," he added.

The third frigate, **INS Tabar**, is expected to be ready for induction only by 2004-05. With several radar signature-reducing features, these frigates were expected to bridge the gap till the indigenous programme to construct ``stealth'' warships at the Mazagaon Docks, codenamed ``Project-17'', could take off by 2006.

``But the trials of the `Shtil' surface-to-air missile system on board the frigates are yet to pass muster. We do not want to accept warships which are not combat-ready. If all goes well, **INS Talwar** should now be ready for commissioning early next year," said a senior officer.

The `Shtil' medium range multi-target missile complex, once fully ready, is expected to ensure ``all-round collective protection'' of naval task forces and convoys. It utilises the target-information provided by a ``3D circular-scan radar'' to intercept anti-ship missiles and aircraft.

Officers say the three frigates, basically meant for anti-submarine warfare and air defence of warship groups, are also equipped with a wide array of weapon systems, including eight vertical launch cells for the `Klub-N' anti-ship and anti-submarine cruise missiles. They are also designed to carry one heavy-duty helicopter like the Kamov-28 Helix-A anti-submarine warfare chopper.

MOVEMENTS



The tug **BOXER** departed Tuesday with the **BOABARGE 21** loaded with the cutterdredger **ZEELAND II** complete with other equipments such as floating hoses and a pontoon of **Van Oord ACZ** from Vlissingen to Barcelona , after delivery and discharging the **BOXER** will tow the **BOABARGE 21** empty from Barcelona to Stavanger

AIRCRAFT / AIRPORT NEWS

United to lay off 2,700 more flight attendants

Move due to reductions in 2003 flight schedule as it tries to cut costs

UAL Corp's United Airlines said it plans to lay off an additional 2,700 flight attendants because of reductions in its 2003 flight schedule as the airline tries to lower costs to avoid bankruptcy.

The job cuts, which begin Jan 31, bring the total number of attendants laid off to 4,800, the airline said on its website.

United said it has about 23,800 flight attendants worldwide. The flight attendants last month joined other employees in offering to take a pay cut as part of a plan to save Chicago-based UAL US\$5.8 billion over 5 1/2 years and keep the world's second-biggest airline out of bankruptcy court. Talks with flight attendants continue.

'We don't think (2,700) is necessarily a formal number,' said Sara Dela Cruz, spokeswoman for United's Association of Flight Attendants. The union anticipates fewer total layoffs, she said, without elaborating.

UAL is trying to reduce costs to remain viable, win approval for a federal loan guarantee that would help the company raise US\$2 billion in private loans and avoid a Chapter 11 bankruptcy filing. UAL said it would not be able to pay US\$445 million of debt and other obligations due by year-end unless it can raise the money.

UAL chairman and chief executive Glenn Tilton has said the company is seeking to restructure outside of bankruptcy.

The company said its human resources department will support flight attendants in 'career transitions'.

As part of its proposal for the financial aid, United has promised the Air Transportation Stabilization Board significant cost cuts in a variety of areas, including union labour deals, vendors, suppliers and nonunion staff.

The ATSB was created after the Sept 11 2001, attacks to dole out up to US\$10 billion in federal loan guarantees to the airlines.

According to a recent regulatory filing with the US Securities and Exchange Commission, United also asked Boeing Co to restructure payment on aircraft that Boeing's financing arm leases to the airline.

In its latest quarterly SEC filing, Boeing's financing division Boeing Capital Corp said United had asked to restructure the payments on its US\$1.27 billion in leased aircraft, most of which are 777s.

UAL also asked Boeing to take part in the non-guaranteed portion of its proposed loan secured by the ATSB.

Boeing Capital said United is current on all of its payments. While it has had some discussions on the payments, 'it cannot predict whether those discussions will lead to a mutually acceptable restructuring

DAILY SHIPPING NEWSLETTER 2002 – 073

and whether United ultimately will be successful in obtaining the approval for the ATSB loan', BCC said in a regulatory filing.

Sources said United has also approached European jet manufacturer Airbus and GE Capital Aviation Services (GECAS), a unit of General Electric, along with other lessors, asking for about an average 25-per-cent reduction in payments.

A five-member United union coalition recently agreed to US\$5.8 billion in wage cuts over 5 1/2 years but each union is individually negotiating its own piece of the pie. Of the biggest unions, only a pilots committee so far has reached a tentative agreement for US\$2.2 billion in concessions.

The ATSB received an initial request from United in June but in the last several weeks has been reviewing an 'updated business plan' after telling the airline more cuts were needed than originally outlined

RIJNMOND WEATHER

Vooruitzichten: WOENSDAG T/M ZATERDAG:

Wisselvallig!

Overwegend veel bewolking en van tijd tot tijd regen of een bui.

	WO-13	DO-14	VR-15	ZA-16
Maximumtemperatuur:	12	12	11	10
Minimumtemperatuur:	8	7	6	6
Zonnekans in %:	20	20	20	20
Neerslagkans in %:	60	60	50	30
Windrichting kracht:	Z-4-6	Z-4-6	ZO-3-5	ZZO-3-5

HAVE A LOOK AT THE FOLLOWING **SITES** FOR SHIPPING INFO AND PICTURES OF SHIPS AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

And the renewed site of the National Tugboat Museum at :

[http:// www.nationaalsleepvaartmuseum.nl](http://www.nationaalsleepvaartmuseum.nl)