

DAILY SHIPPING NEWSLETTER 2002 – 112

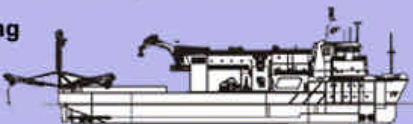


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EVENTS, INCIDENTS & OPERATIONS

\$2m needed for ship's release

AUSTRALIA has been ordered to release a Russian vessel seized for illegal fishing - as long as its owners post security of almost \$2 million. The International Tribunal for the Law of the Sea has also backed Russian concerns that Australia had not complied with rules of the sea in holding the fishing vessel Volga and its crew.

In a 19 to 2 vote it found the Russian complaint was well-founded.

The Volga was one of two Russian fishing boats allegedly involved in catching protected Patagonian toothfish near Herde Island in the Southern Ocean in February.

The toothfish has been the subject of an unknown extent of illegal fishing in Australian-administered Antarctic seas.

Australia imposed a \$3.3 million bond on the **Volga**, but on December 2 Russia appealed to the tribunal, seeking the release of the ship and its three crew for no more than \$500,000.

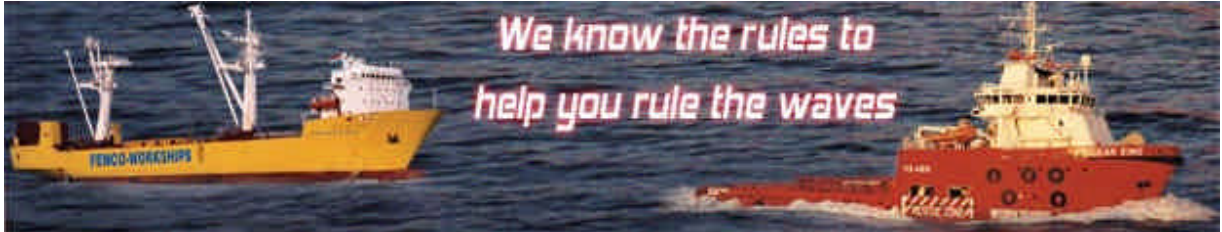
In its judgment overnight, the tribunal acknowledged Australia's concern over illegal catching of toothfish.

It noted that the Western Australian Supreme Court had ordered the three crew members be permitted to leave Australia on an amount of bail already posted, and that they left Australia on December 20.

In relation to the vessel, the tribunal said \$1,920,000 sought by Australia - representing the full value of the boat, fuel, lubricants and fishing equipment - was reasonable.

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Cruise ship reservations suspended after executives fall ill on trip

A group of cruise travel executives returned Monday from a trip on Royal Caribbean's **Brilliance of the Seas** with an unusual warning to their customers: We won't take reservations for this ship until further notice.

Tampa-based Flagship Cruises.com's chief executive, chief technology officer and president of marketing - who was celebrating his wedding and honeymoon on board the ship - fell ill during the 10-day cruise that sailed from the Port of Miami.



Top : File picture of the **Brilliance of the Seas** – Photo : Pim de Goederen ©

"Nobody could drink, nobody could have fun," said John Paradis, the Web site's vice president of operations. "People were sitting on a toilet."

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Royal Caribbean spokeswoman Lynn Martenstein said 42 passengers and crew reported gastrointestinal illness on the ship, or 1.4 percent of 3,000 passengers, which is below the Centers for Disease Control and Prevention's 3 percent threshold for an outbreak.

But Paradis said the actual number of sick was in the hundreds. He said scores of passengers did not report their illness because of a rumor circulated by crew members that anyone who reported their illness would be confined to their cabins.

Martenstein said that the cruise line encourages guests to report their illness by giving free medical treatment, and incentives for reporting, such as future cruise credits for those days they remain in their rooms. Confinement is voluntary, but the cruise lines expect guests to be responsible, she said.

Still, the CDC has said that the number of ill is often underreported, because the agency is only informed of those who contact the ship's medical staff. "If people choose not to do so, we can't control that," said Dave Forney, chief of the CDC's vessel sanitation program. The **Brilliance of the Seas** followed the correct protocol of disinfecting all surfaces with a chlorine-based solution, he said. The ship set sail again Monday afternoon.

"The cruise lines are doing everything they can to minimize the incidence of illness," said Michael Crye, president of the International Council of Cruise Lines. But Paradis described a troubled ship with unhappy passengers. "It either stunk of feces or stunk of bleach," he said. "It was like being on a manure farm." FlagshipCruises.com's candid comments to passengers are contained in a posting "Infected Ship Report" which precedes its "Welcome Aboard!" headline.

American Society of Travel Agents President Richard Copland said the stomach virus afflicting cruise ships is "a problem" but that the travel agency is "emotionally overreacting." FlagshipCruises.com, which went online six months ago, is affiliated with WDWnow.com, a Disney booking Web site. Both Web sites are owned by Room Finders, a Tampa-based vacation company. Overall, the company receives 144,000 inquiries a year and books about 30 cruises a day on nine cruise lines, Paradis said.

The executives paid for their **Brilliance of the Seas** fares, Paradis said, and did not identify themselves to the cruise line so as to not receive special service. He said Monday's warning to customers could cost millions of dollars in lost revenue. But up to 80 percent of the Web site's customers are repeat cruisers, and they want information. "We are not hiding it," Paradis said. "We're saying this is what happened to our people, and we want you to be aware because if it can happen to us, it can happen to you. The truth is the truth."

Intertanko tegen versnelde uitfasering enkelwandige tankers

Intertanko, dat de reders groepeerd van onafhankelijke tankerredereien, zegt in een reactie op de voorstellen van de Europese Commissie om enkelwandige tankers sneller dan voorzien uit te faseren, dat het gaat om "een schoolvoorbeeld van misplaatste politieke druk, waarbij zonder nadenken tot actie overgegaan wordt". De Commissie handelt onder geweldige politieke druk van de Ministerraad en het Parlement om snel maatregelen te treffen, die economisch ondoordacht zijn, zo meent de groepering.

Passengers to text their concern

A TIGHT watch is being implemented on the safety of vessels operating between the Philippine islands during the busy Christmas and New Year period.

The Philippine Coast Guard (PCG) said it is now encouraging passengers to report any overloaded ships through text messaging from their cell phones. PCG commandant Vice Adm Reuben Lista said they are seeking passenger co-operation for their own safety. A two-line text informing the PCG of an overloaded vessel, which usually happens during the holidays due to shortage of ships, can mean the difference between an eventful trip and a disaster, the agency said. Lista explained that the help of passengers was needed because the PCG is severely undermanned and lacking in resources. A shortage of life jackets is a sign that a vessel has exceeded its capacity, he warned.

Heavy lifter offloads cocaine boats



FRENCH Customs have seized a record cocaine haul from two sailing boats carried back from the Caribbean to the French port of Lorient by the Dockwise heavy lift vessel **Dock Express 11**.

Left : The **DOCK EXPRESS 11** seen here at a file picture (17-02-2001)

Photo : Piet Sinke ©

Customs said last night the Planet and Junbee had together yielded more than one tonne of cocaine.

The **Dock Express 11** arrived at

Lorient on Saturday evening from the French islands of Guadeloupe and Martinique and from Port Everglades in the US state of Florida, carrying four racing yachts which had taken part in the popular Route du Rhum between Saint Malo and Pointe à Pitre, Guadeloupe. It is not yet certain where the two sailing vessels, which were stowed next to the racing yachts, were taken on board. The 13,100-GT **Dock Express 11** is equipped to carry yachts.

Europe speeds up double-hull rules

AN amendment adopted by the European Parliament will bring forward the date for phasing in double-hulled tankers. No single-hulled category 1 tanker ('pre-Marpol' ships, with no segregated ballast tanks) will be allowed to operate in European 'ports, terminals and anchorage areas' beyond 23 years of age or 2005, two years earlier than the previous regulation allowed. The deadline for category 2 ('Marpol' tankers) comes forward by five years to 2010 and remains the same – 2015 – for the smaller, category 3, ships. The amendments were proposed by the European Commission in response to the Prestige sinking. Recalling the Erika disaster in 1999, the commission explained in a memorandum that "when another 26-year-old single-hull tanker sank ... it became clear that the international and previously agreed EU schemes were not sufficiently ambitious." In the memorandum, the commission also "calls upon the Member States to ensure that at the IMO similar measures are adopted to ensure maximum effect."

CORAL PRINCESS



The new **CORAL PRINCESS** nearly ready – photo : Eric Jegou ©

CASUALTY REPORTING

SENA DENIZ (TURKEY)



General cargo Sena Deniz arrived safely alongside at Avonmouth docks .Tug **Anglian Prince** has been released back to its salvage station. Search and rescue operations terminated.

Photo : Chris Jones ©

SHIPYARD NEWS

Loss for year at Stocznia Gdynia yard



Janusz Szlanta, president of Poland's largest shipyard Stocznia Gdynia, said the group produced a loss in 2002. Mr Szlanta did not reveal the exact amount because it depends on the rate of the Polish zloty at the end of this year. However, he talked of "several million dollars", writes Magdalena Marek.

In 2002 the Gdynia group, which also includes Gdansk shipyard, delivered 16 vessels compared with 18 vessels in 2001. Turnover dropped by 10% from \$550m in 2001 to \$500m in 2002.

He said the high costs of developing new types had been responsible for the losses. These have been 15,800 dwt ro-ro vessels for Sweden's B&N Nordsjofrakt as well as the 10,000 dwt LNG tanker for Stena.

On addition, Polish factoring company Incasso Reform in Legnica could cause Gdynia fresh problems.

For the second time this year Incasso Reform announced that it would file for the bankruptcy of Gdynia shipyard. The company withdrew its first bankruptcy attempt against Stocznia Gdynia on November 16 after receiving the shipyard's promise to sign an agreement on payment of its debt of Zloty13m (\$3.1m). Since they managed to get only Zloty1.5m from the shipyard, Incasso Reform feels forced to file for the shipyard's bankruptcy again. "Nobody needs to take this announcement seriously. There is no bankruptcy filing so far," Miroslaw Piotrowski, spokesman for Gdynia Shipyard said. "Incasso Reform wants to use the attention of the media in order to put pressure on us," Mr Piotrowski explained.

Mr Szlanta looks very optimistic towards 2003 when Gdynia Shipyard will concentrate on vessels which did not produce a loss. "These will be containerships, ro-ros as well as LNG tankers," Mr Piotrowski added. In 2003 the Gdynia group will deliver 14 vessels. The orderbook totals 37 vessels with a value of \$1.3bn.

Hyundai Heavy wins \$800 mln of orders from Germany

Hyundai Heavy Industries Co, the world's largest shipbuilder, had won German orders worth \$800 million, but the South Korean company was still far short of its 2002 order target. The new orders took its total this year to 57 vessels worth \$2.5 billion, against a target of \$3.1 billion, up from \$2 billion in 2001. The news was overshadowed by concern the company may suffer from the decision of its largest shareholder to break an electoral alliance with president-elect Roh Moo-hyon.

That sent Hyundai Heavy 09450 shares falling six percent to 22,450 won around 0415 GMT, underperforming the broader market's 2.1 percent loss. The latest deals include an order from German's Nordcapital for five container ships each, equivalent to 7,500 20-foot containers.

Other German companies have ordered four 7,800 20-foot equivalent containers, four oil tankers and one carrier for oil products. The vessels will be delivered from August 2004 to April 2005. The deals come as the World Trade Organisation (WTO) is about to consider a European Union charge that South Korea subsidises its shipbuilding industry. A WTO dispute settling panel is likely to be opened in January, said an official at South Korea's Commerce Ministry.

Meyer Werf overspoeld door nieuwsgierige Groningers

Bijna duizend Groningers nemen vrijdag en zaterdag een kijkje op de Meyer Werf in Papenburg. Inwoners van onze provincie en lezers van het Dagblad van het Noorden hebben massaal gereageerd op de speciale aanbieding van de VVV Papenburg. Tegen een gereduceerd tarief van 2.50 euro kunnen liefhebbers van cruiseschepen een kijkje nemen op de werf.

De Duitse VVV zegt verrast te zijn door de enorme belangstelling vanuit Nederland. Drie mensen houden zich sinds zaterdag continu bezig met de administratieve verwerking van de telefoontjes. Dertien touringcarbussen zijn inmiddels al gehuurd. En daar zal het waarschijnlijk niet bij blijven.

Ook maandag stond de telefoon roodgloeiend. "De mensen willen de dagen na de kerst schijnbaar een leuke invulling geven", zegt een woordvoerder van de VVV. "We hebben extra rondleidingen op de agenda geplaatst om iedereen de mogelijkheid te geven een kijkje te nemen."

De nieuwsgierigen krijgen een bedrijfsfilm te zien, kunnen zich vergapen aan twee in aanbouw zijnde cruiseschepen, met eigen ogen bekijken hoe een suite er uit ziet en een foto-expositie van cruiseschepen bewonderen.

Sietas attacks Hamburg government

GERMANY'S most productive shipbuilder, JJ Sietas, has gone public for the first time to criticise government policy in its home state of Hamburg. "Hamburg Senate is leaving us out in the cold," Hinrich Sietas, yard chief at the usually press-shy builder, told the local paper Hamburger Abendblatt. He complained that Hamburg would only grant euro4M (\$4.1M) instead of euro8M in shipyard subsidies.

The reduced financial aid, to be boosted by the Berlin government by euro2M out of a maximum euro4M possible, could endanger the financing of four of eight 750-TEU container ship newbuildings. A spokesman said that Sietas could run into debt if it were to build the ships; however, if it did not, occupancy of the yard would be in danger after autumn 2003. Short-time work might have to be adopted for the 1,200 employees, he warned. Other German states are granting the full yard subsidies, effectively distorting competition within Germany

Schepen veel veiliger met nieuw type scheepshuid van De Schelde

Schepen kunnen veel veiliger worden met een nieuw type stalen scheepshuid, waarop De Schelde Marinebouw in Vlissingen het patent heeft. Het door de in september overleden Hans Ludolph

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ontwikkelde Y frame maakt de huid vijf keer sterker dan een normale scheepshuid. 'De kans dat een schip met een Y frame lekraakt is bijna nul', zei operationsmanager Marcel van der Kar van Chemgas onlangs op de eerste Binnenvaart Innovatiedag in Delft.

Chemgas heeft intussen twee zelfvarende duwbakken, de Chemgas 20 en 21 (76,50 x 11,40 meter volgens dit nieuwe principe gebouwd. 'Er zijn botsproeven gedaan waarbij een koppelverband van 6000 ton met 22 kilometer per uur, onder een hoek van negentig graden, tegen een voor de wal liggend Y frame vaart.'

'Een worst case scenario, omdat een voor de wal liggend schip niet opzijschuift. De huid deukte enigszins in, maar scheurde zelfs na een tweede botsing niet. De kreukelzone ving de kracht van de botsing op.'

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Lyttelton Port wins MSC contract

Lyttelton Port has won a contract from Mediterranean Shipping Company to service MSC's new European and Mediterranean business. Lyttelton was chosen over Dunedin's Port Chalmers and Prime Port in Timaru. MSC chose Port of Tauranga as its North Island port of call this month.

NAVY NEWS

Slopers hakken in op oorlogsbodems



Boven : De **DE RUYTER** werd versleept door de **BARRACUDA** van **MULTRASHIP** van Den Helder naar 's Gravendeel. – Foto : Piet Sinke ©

De voormalige marineschepen **Hr. Ms Tromp** en **Hr. Ms De Ruyter** van de Koninklijke Marine vallen ten prooi aan de hydraulische knipscharen van Scheepssloperij Nederland in 's-Gravendeel. De schepen zijn afgelopen week bij de sloperij in de Hoeksche Waard aangekomen. Na de jaarwisseling zal het werk van start gaan. Eerst moet het asbest eruit en worden delen van de aluminium opbouw ontmanteld. Goede onderdelen in de machinekamer gaan terug naar de marine. Het is volgens H. Boele van Scheepssloperij Nederland voor het eerst sinds lange tijd dat de marine weer schepen in Nederland laat slopen. „Lang geleden deden wij dat ook al regelmatig. Daarna zijn ze naar het buitenland gegaan. Nu heeft de marine de sloop liever goed onder controle en daarom vindt de sloop nu weer hier plaats.”



Aviation Ordnance men push a dolly of 1,000 pound bombs as a **CH53D Sea Dragon** helicopter takes off behind on the flight deck of the aircraft carrier **USS Constellation** in the Gulf region Tuesday, Dec. 24, 2002. With the threat of war with Iraq looming, the 5,000 sailors and airmen aboard this aircraft carrier celebrated Christmas a day early on Tuesday after receiving orders to conduct regular operations on Dec. 25

Princess offers Tahiti cruises

P&O Princess cruise ship **Tahitian Princess**, formerly Renaissance Cruises' **R Four**, is expected to launch its first cruises from Tahiti, December 24. The 30,277-GT vessel, built by Chantiers de l'Atlantique at St Nazaire, France in 1999, was christened on Friday in Papeete by the wife of Gaston Flosse, the president of the territory of French Polynesia. "We are delighted to christen this magnificent ship which marks the recovery of the cruise business in Tahiti, which was devastated by the collapse of Renaissance Cruises. We would also like to see the **Pacific Princess (ex-R Three)** coming back here in order to have two cruise vessels permanently offering cruises from Tahiti," Flosse said. The Pacific

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Princess is currently offering cruises from New Caledonia. From tomorrow, Tahitian Princess will offer three different cruise itineraries from Tahiti, to the Marquesas Islands, Cook Island, Pago Pago and the Samoas. The 680-passenger capacity vessel was refurbished and upgraded in Singapore after a long period spent idle in French Polynesia. According to P&O Princess Cruises, the vessel is fully booked until April 2003.

MOVEMENTS

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The Svitser-Wijsmuller tug **RYAN** operating in Swansea area, seen at the picture just letting go from the **LOIRE ORE** after her departure from Port Talbot (South Wales)

Photo : Chris Jones ©

AIRCRAFT / AIRPORT NEWS

Ukraine mourns Iran plane crash victims

Ukraine mourned the loss of the cream of its aircraft industry on Tuesday, after a plane crashed in Iran killing at least 46 people, including some of the engineers who helped design it.



Iranian investigators said they had recovered the black box and believed pilot error was to blame for Monday's crash which killed everyone on board the Antonov An-140.

"It was an excellent plane and the specialists aboard were the elite of the Ukrainian and Russian aircraft-building industries," Prime Minister Viktor Yanukovich told reporters.

A day of national mourning

was declared for Thursday.

Ukraine said 48 people had died, but Iranian officials had earlier put the death toll at 46.

Ukraine's Emergencies Ministry said they included two leading designers from the Antonov bureau, which designed the aircraft, and a number of senior officials and top engineers from Ukrainian aircraft producers and engineering companies. The plant in the eastern city of Kharkiv, where the Antonov An-140 is made, said it had lost its seven leading engineers.

"It is a big tragedy. It will slow down the development of the Ukrainian air-building sector. But it will not stop it. We will just need time," Volodymyr Ryzhov, head of the Ukraine's State Company for New Technologies, told Reuters. The government has channelled the equivalent of \$375,000 to families and pledged more aid. Yanukovich said the government would organise the return of bodies to Ukraine.

PLANE HITS MOUNTAIN

The plane was flying to Isfahan, 414 km (266 miles) south of the capital Tehran, when it smashed into a mountain near the village of Baqerabad. The Ukrainian designers and engineers along with Russian aircraft officials were visiting Isfahan to test a plane of the same model as the one that crashed.

"It was the same model plane that we are developing with Ukraine, but I don't think the crash will affect this project," Iran's Transport Minister Ahmad Khorram told Reuters. Search teams on Tuesday picked through the wreckage strewn across a wide area 70 km (45 miles) west of Isfahan. "We have found one of probably two black boxes on top of the Abcham mountains," said one official at the scene. "Specialists are working on it. But airport officials suspect the main cause of the incident has been the pilot."

Ukraine's parliamentary speaker Volodymyr Lytvyn also blamed pilot error and bad visibility as parliament observed a minute of silence to honour the victims. He said 42 Ukrainians and six Russians were on the flight from Kharkiv. The bodies of all the passengers and crew had been found, Iranian state television said. "What rescuers found was bodies all ripped apart," the official said. "They just collected smashed flesh in bags." Ukraine hoped the An-140, one of the world's cheapest medium-

range aircraft, would help revive its aircraft industry. Iran is the only foreign market where Ukrainian aircraft producers have managed to sell a production licence. The plane, dubbed Iran-140, is produced in Isfahan.

China Airlines orders from Boeing and Airbus

BOEING said that Taiwan's largest air carrier, China Airlines had ordered 10 of its 747-400 aircraft worth approximately \$2bn. Boeing said the order was its largest this year for the 747-400. China Airlines ordered six passenger versions of the jumbo aircraft and four freighter versions. The first plane is scheduled for delivery in July 2003. Boeing said the order had previously been included on its orders and deliveries website, but were attributed to an unidentified customer.

Earlier, European planemaker Airbus said China Airlines had also agreed to purchase 12 of its A330 jets.

Aeroflot liner makes emergency landing in Berlin

An A-310 passenger liner of the Aeroflot - Russian Airlines company, flying from London to Moscow on Sunday, made an emergency landing for technical reasons in Berlin's Schoenefeld airport at 11:43 a.m., company sources have told Interfax. None of the passengers suffered injuries. All of them were accommodated in a hotel. The passengers are expected to arrive in Moscow at about 7 p.m., by an Aeroflot liner

KLM weer richting verlies

De KLM gaat saneren. De maatschappij moet verder kosten besparen om volgend jaar niet opnieuw, voor het derde achtereenvolgende jaar, in de verliezen te komen. Het lopende boekjaar (maart-april) zal, net als het vorige boekjaar, met verlies worden afgesloten. Zonder pijnlijke ingrepen zal de KLM ook in het boekjaar 2003-2004 geen winst boeken. Daarbij zal het vooralsnog niet gaan om personeelsreducties of ontslagronden.

Dat zegt KLM-topman Leo van Wijk in een interview met het personeelsblad Wolkenridder, dat bij de werknemers in de bus viel. De KLM kampt met oplopende kosten. Van Wijk noemt in het blad de loonsverhogingen. Door de onlangs afgesloten nieuwe cao stijgen de loonkosten van de maatschappij met 5,5 procent. Onlangs, in een gesprek met investeerders, noemde Van Wijk ook de hogere brandstofprijzen, en de stijgende luchthavenbelastingen.

Die kostenstijgingen moeten volgens de KLM-baas met harde bezuinigingen worden gecompenseerd. Er zijn volgens Van Wijk weinig mogelijkheden om de inkomsten van de luchtvaartmaatschappij te verhogen. Er is immers nauwelijks groei in de luchtvaart en de winstmarges zijn flinterdun. Van Wijk: "We groeien niet, we kunnen in deze ongelooflijk concurrerende markt geen hogere ticketprijzen vragen. De vooruitzichten zijn niet gunstig."

Na de aanslagen van 11 september vorig jaar in de VS heeft de KLM meteen ingegrepen. Vliegtuigen zijn aan de grond gehouden en op sommige routes werden kleinere toestellen ingezet. Van Wijk: "We hebben de capaciteit aangepast. Sindsdien vliegen we weer met volle machines, waardoor het lijkt alsof het goed gaat." Maar de praktijk is volgens Van Wijk anders. Hij wijst op de verminderde omzetten, waardoor ook de inkomstenstroom minder wordt.

Verdere kostenbesparingen zijn dan ook nodig om de verloren inkomsten te compenseren. Van Wijk rept in het blad van forse maatregelen. Het moet volgens hem niet volgens de strategie van 'hier en daar een onsje minder'. Hij heeft het niet zozeer over afslankingen, maar over 'slimmer werken'. Van Wijk noemt zaken die passagiers ook terugzien bij low-budgetmaatschappijen, die onder meer op kosten besparen door middel van een versimpelde ticket-afhandeling en het intensievere gebruik van internet.

Dat is ook logisch, zegt een KLM-woordvoerder, want de beter betalende klanten blijven nog weg. Met andere woorden: doordat ook de vlaggencarriers geen dure tickets meer verkopen, lijken ze ook wat meer op de goed renderende Easyjets of Buzz's .

De KLM-woordvoerder: "De zakenreiziger let tegenwoordig ook vooral op de prijzen en minder op de service. Onze reactie daarop moet zijn: verdere kostendalingen. Een van de manieren waarop we dat al doen, is bijvoorbeeld vlootvernieuwing. Nieuwe vliegtuigen verbruiken minder kerosine en zijn milieuvriendelijker, waardoor je ook prettigere landingstarieven op de luchthavens krijgt."

Slowaakse SFOR-helikopter in Bosnië verongelukt

In Bosnië is 24 december even na drie uur een Slowaakse helikopter van het type Mil-18 Hip verongelukt. Het toestel raakte in de omgeving van de plaats Travnik waarschijnlijk een hoogspanningskabel, maar de precieze oorzaak wordt nog onderzocht. Drie Slowaakse inzittenden van het toestel raakten gewond. De Slowaakse helikopter had eerder op de dag de Nederlandse staatssecretaris Cees van der Knaap (Defensie) en zijn delegatie vervoerd. Onder de gewonden zijn geen Nederlanders.

SWISS haalt CHF 450 miljoen binnen voor aanschaf nieuw toestel

SWISS heeft succesvol de voorfinanciering afgesloten met verschillende banken voor de aanschaf van 12 Airbus A340 toestellen die de maatschappij op dit moment in order heeft staan. De financiering heeft er tevens voor gezorgd dat het eigendom van de 7 Embraer 145s is veiliggesteld door middel van een transfer naar een lease maatschappij op basis van een sale-&-leaseback constructie. De nieuwe financiële overeenkomst voorziet SWISS van een extra CHF 450 miljoen in liquide middelen. Het feit dat de banken de middelen ter beschikking stellen wijst erop dat de banken geïnteresseerd zijn in de lange termijn plannen van de Zwitserse maatschappij.

AirTran Airways ontvangt 50e Boeing 717

AirTran Airways heeft haar 50e Boeing 717-200 ontvangen. De 717 is een zogenaamde short-range twinjet die wordt gebouwd door Boeing Commercial Airplanes in Long Beach, Californië. AirTran is Boeings' s launch customer en de grootste afnemer van 717s.

Aan het einde van 2003 zal de low-cost carrier de jongste vloot in de wereld hebben, meldt Boeing.

Vanaf haar hub op Hartsfield Atlanta International Airport, verzorgt AirTran dagelijks vluchten naar 40 steden binnen de oostelijke staten van Amerika.

De Boeing 717 biedt plaats aan 117 passagiers. Het brandstof efficiënte toestel wordt in haar klasse, van rond de 100 stoelen, het best verkochte.

.... PHOTO OF THE DAY



The **NORTHERN RIVER** seen in Galveston
photo : Jan Plug & Oddgeir Refvik © (Seaway Falcon)

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**VERMELD DUIDELIJK UW NAAM EN ADRES EN DE CD GAAT DEZELFDE DAG NOG OP DE
BRIEVENBUS.**