

DAILY SHIPPING NEWSLETTER 2003 – 080



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The Breskens lifeboat **ZEEMANSHOOP** seen here at the Banjaard banks near Domburg

Photo : Henk de Winde ©

EVENTS, INCIDENTS & OPERATIONS

Greek commandos find explosives on general cargo ship



GREEK special forces boarded a Comoros Islands-flag ship carrying 680 tonnes of explosive material on Sunday, forcing it into port for further inspection.

The operation followed a tip and comes as maritime security in the region is heightened amid fears that terrorist groups might use commercial vessels to transport men and equipment around the Mediterranean.

Nato forces operating in the region have boarded several vessels in the past two months, including at least two ships registered in the Comoros

Islands, though they have yet to find any incriminating evidence.

The operation by Greek forces may turn out to be a significant catch, but officials said that investigations were continuing to establish whether or not the shipment was legal.

A Nato spokesman said that while information on shipping was being continuously shared, yesterday's boarding fell outside the remit of the alliance's Operation Active Endeavour and was entirely Greek led.

The 1966-built **Baltic Sky** was said by Greek officials to be registered to a company called Alpha Shipping, based in the Marshall Islands.

The ship, which has a long history of port state control detentions, was reportedly sold at auction in January this year.

At the time it was detained in the British port of Seaham over a list of 47 deficiencies, including severe corrosion and problems with statutory certificates.

It was released on March 7 and has been operating in the eastern Mediterranean and the Black Sea since then.



8TH CRUISE-SHIP BLAST VICTIM DIES

An eighth crew member has died of injuries suffered when an explosion tore through a cruise ship's boiler room. Rolando Tejero, a 43-year-old cook, died Friday at Jackson Memorial Hospital, said Susan Robison, a Norwegian Cruise Line spokeswoman. Eighteen people, all crew members, were injured in the May 25 explosion aboard the Norway. Three remain hospitalized.

Europese geld voor maritiem erfgoed

Het project 'Maritiem Erfgoed' van de provincie Zeeland krijgt ruim twee miljoen euro subsidie van Europa. Met het project wordt geprobeerd de maritieme geschiedenis in de provincies Zeeland en Oost- en West-Vlaanderen te behouden. Ook moet die geschiedenis beter bereikbaar worden. Het geld zal onder meer worden gebruikt voor de Museumhaven in Zierikzee en er zullen een aantal authentieke schepen worden opgeknapt.

Tricolor dismantling to start soon



Top : The **TRICOLOR** in better days departing from Rotterdam – Photo : Frans Sanderse ©

WORK to dismantle the car carrier Tricolor, which capsized in the English Channel on December 14 last year following a collision with a container vessel, will begin in the first week of July. Two large floating cranes have already arrived at the wreck site and will be used to lift the main pieces of the ship. The car carrier's hull is expected to be cut into eight pieces, which will be placed on pontoons and towed back to Zeebrugge for demolition. Weather permitting, the wreck and its cargo of 2,800 cars will be completely removed by the end of September. The dismantling and re-floating operation is being led by Belgian companies Scaldis and Union de Remorquage et de Sauvetage (URS). They are assisted by the Dutch salvage specialists Smit International and Multiraship. The Wallenius Wilhelmsen vessel sank in shallow water on a voyage from Zeebrugge to the UK after colliding with OT Africa Line-operated 1,100-TEU Kariba, which had just left Antwerp for France.

Charges in Singapore ship collision

SINGAPORE (AP) -- Two Singapore officers were charged Friday with causing a collision between a navy ship and a Dutch cargo ship that killed four sailors, a defence ministry spokesman said.

Lt. Ng Keng Yong, 27, and Lt. Chua Chue Teng, 23, were released on \$5,870 bail, the defense ministry spokesman said. The official, who declined to be identified, said he could not say what the exact charges against the men were. The two are scheduled to appear in a court July 8.

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Ng was watch officer when the [RSS Courageous](#), a 500-ton submarine hunter, collided with the [ANL Indonesia](#) off Malaysia's southern coast on Jan. 1, killing four servicewomen. Eight other officers were injured. Former Chief of Navy, Rear Adm. Lui Tuck Yew, called it the worst naval accident in Singapore's history.



In a report in April, Singapore's Maritime and Ports Authority accused Ng of "errors of judgment," including failing to tell Chua, who was under his command, how to steer the navy vessel out of the cargo ship's path.

Falling debris causes damage to S'pore-run VLCC

Explosion in another ship during ship-to-ship transfer cited

(SINGAPORE) A VLCC (very large crude carrier) managed by Singapore's World-Wide Shipping Managers sustained minor damage last week after the vessel it was conducting a ship-to-ship transfer with exploded.

The explosion occurred just after the 279,986 DWT VLCC, MT Sebu, had completed a ship-to-ship transfer of Kangan Condensate from the MV Efxinos off Kalba in the UAE.

As the 57,375 DWT Maltese-flagged Efxinos was casting off its final aft moorings an explosion occurred within its forward section at approximately 1500 hours on June 18, according to a World-Wide statement. Most of the resulting heavy debris from the explosion cleared the Sebu, falling in the surrounding sea, the statement said. It also noted that preliminary reports indicate there were fatalities onboard the Efxinos.

No injuries were reported on the Sebu and only minor damage was sustained from the falling debris, including service pipework lines on deck and a section of handrail. World-Wide said it is working with local authorities to assist in the accident investigation.

Greenpeace goes to German shipyard to book new ship

ENVIRONMENTALIST organisation Greenpeace has ordered a new multi-functional ship from the Fridtjof-Nansen-Werft yard at Wolgast in the eastern German state of Mecklenburg-Vorpommern.

The small repair and newbuilding yard specialises in wooden vessels. The company did not want to comment on the order value.

The vessel ordered by Greenpeace will have a length of 30 m. It will have a shallow draught and a collapsible mast. From next year onwards the new ship will be used for environmentalist actions.

With the order Greenpeace abandons its policy of buying older vessels and outfitting them to serve its purpose. This was the case with both [Rainbow Warrior](#) and [Arctic Sunrise](#) as well as the [Beluga](#), which will be replaced by the new vessel.



Top : The **ARCTIC SUNRISE** moored at the port of Scheveningen – photo : Piet Sinke ©

SMIT ACQUIRES FULL 100 % IN UNIE VAN REDDING –EN SLEEPDIENSTEN (URS)



Top : The **UNION SAPPHIRE** - photo : Piet Sinke ©

Agreement, subject to the customary due diligence investigations, has been reached between Bofort N.V., Antwerp and SMIT regarding the acquisition of Bofort's 50,1% share in Unie van Redding- en Sleepdienst (URS), Antwerp. SMIT already has a minority interest of 49,9% in URS and will as a consequence of this transaction acquire the entire

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share capital of URS. URS is the leading supplier of towage, salvage and transport services on the Scheldt river and in and around the Belgian waters.

The transaction is the first step of the implementation of the strategic re-orientation during which all participations have been assessed on management control, strategic fit and synergies within the SMIT group. Through this transaction SMIT will gain management control of an operation that fits well in the portfolio of SMIT's core-activities.

CASUALTY REPORTING

HEUNG YANG (SOUTH KOREA)

Following received from Coast Guard Japan, timed 1954, UTC: Chemical/oil carrier Heung Yang, Ulsan for Kure, cargo gas oil, was in collision with general cargo Ryoei Maru No.2, JL5705, (199 gt, built 1992) at approximately 0937, UTC, Jun 22. Heung Yang was abandoned due to taking water in engine-room and all crew, 14 persons all Koreans, were rescued by Ryoei Maru No.2. Heung Yang was drifting, with possibility it would sink. A Japanese tug is towing Heung Yang to a safety area, under observation of Coast Guard patrol vessels. Ryoei Maru No.2 sustained bow damage but no flooding.

NEW WIND (PANAMA)

Piraeus, Jun 23 -- Bulk **New Wind** is now under tow of tug/icebreaker Seaways 5, ETA Jeddah Jun 30. -- Tsavlis Salvage (International) Ltd

WINDLAND (ANTIGUA & BARBUDA)

London, Jun 22 -- Following received from Gothenburg MRCC, timed 1130, UTC: General cargo **Windland** (2240 gt, built 1975) grounded in lat 55 18.5N, long 12.48E, at approximately 0755, local time, today. The vessel is now off the grounding position and anchored just off the Swedish coast. There is a small leakage of bunker oil

SHIPYARD NEWS

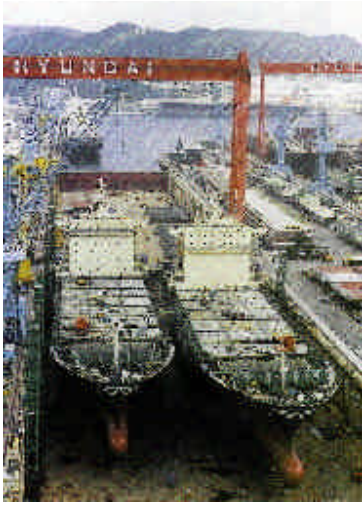
Largest Oil Tanker Delivered

Shanghai Waigaoqiao Shipbuilding Co. delivered its first product , a 150,000 dead weight ton oil tanker, the largest of its kind ever made in the city. Officially called FPSO (floating production, storage and offloading facility for oil), the vessel was built at the country's largest and most technically advanced Waigaoqiao shipyard. The boat was made for the China National Offshore Oil Corp's Nanhai West Co. for use as a platform in production and storage for oil exploration. Construction cost was not disclosed. The 262-meter-long, 46-meter-wide platform can produce 3.6 million tons of crude annually. The shipyard's 12-meter water depth at the mouth of the Yangtze River, has allowed Waigaoqiao to build larger ships than its rivals. It is now building an FPSO with a dead weight of 170,000 tons and plans to deliver the ship to China Offshore Oil Bohai Corp in the second half of next year.

Hyundai Heavy expects to post profit this year

More orders will help it turn around from 3 yrs of losses

(ULSAN, South Korea) Hyundai Heavy Industries Co, the world's biggest shipbuilder, will post a profit this year, following three years of losses, as it wins more orders, said co-chief executive Choi Kil Seon.



Looking up: Hyundai Heavy's sales for the first quarter rose 2.3 per cent from the year before to 2.6 trillion won. 'We will make a small profit this year,' Mr Choi told reporters. He didn't give a specific figure.

Hyundai Heavy's profit margin has remained narrow, compared with rivals, even as it won more orders for container ships. The company wants to improve profitability by gaining more orders for cruise ships, which offer wider profit margins than cargo vessels, Mr Choi said.

Hyundai Heavy's operating margin was 4.2 per cent in the first quarter, about a third of South Korean rival Daewoo Shipbuilding & Marine Engineering Co's margin, according to a report by the broking arm of Nomura Holdings Inc.

The company must also contend with a rising won, which may affect its latest earnings projections. The won climbed 0.5 per cent to 1,190.1 against the US dollar on Friday. A range of 1,200 and 1,250 for the won would allow Hyundai Heavy's exports to remain

competitive, Mr Choi said. The company's shares rose 1.6 per cent to 25,100 won. They've gained almost one-third this year. The company's sales for the first quarter rose 2.3 per cent from the year before to 2.6 trillion won (\$3.8 billion). It maintained this year's sales target of 8.3 trillion won, Mr Choi said. It had a backlog of orders worth US\$10.3 billion at the end of April, 11 per cent more than at the end of last year. It aims to win orders worth US\$7.3 billion this year, 26 per cent more than in 2002. The shipbuilder's first-quarter profit rose 4.9 per cent to 81.4 million won.

Daewoo unit wins US\$135m order

(SEOUL) Daewoo Shipbuilding & Marine Engineering Co, the world's second-largest shipbuilder, won an order from TotalFinaElf E&P Angola to build an offshore plant worth US\$135 million. The order calls for Daewoo Shipbuilding to build the hull of a floating production storage and offloading platform to produce and transport oil onshore, which will be installed off Angola's coast, Daewoo Shipbuilding said in an e-mailed statement. Delivery and installment will be completed by February 2006, it said. The offshore plant will be able to produce 240,000 barrels of oil and 250 million cubic meters of gas. Daewoo Shipbuilding has so far won more than US\$800 million worth of offshore plant orders this year. It expects to win a total of US\$2.83 billion of contracts this year, less than the US\$3.27 billion it won in 2002.



The **SMIT LOIRE** in a floating drydock at the Niehuis & van den Berg shipyard
photo : Piet Sinke ©

Scheepswerf Metz moet inkrimpen

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De slechte situatie in de visserij is goed merkbaar in de Urker economie. Zeker een bedrijf als Scheepswerf Metz voelt als eerste de gevolgen. Lang heeft men geprobeerd om het personeel aan het werk te houden, maar dit is niet gelukt. Na overleg met het personeel en de vakbonden zullen er bij Scheepswerf Metz zestien mensen moeten verdwijnen.

Scheepswerf Metz werd opgericht in 1862 en is hiermee het oudste bedrijf van Urk. Na de houten botters gleden na de oorlog de stalen kotters van de werf. Metz heeft vele tientallen vissersschepen gebouwd, niet alleen voor Nederlandse rekening. Ging het goed in de visserij, dan ging het ook goed met de werf. De Europese regelgeving heeft de visserij echter de laatste jaren steeds meer beperkt. Van nieuwbouw is nu haast geen sprake meer. Bovendien wijken vissers voor cascobouw steeds meer uit naar andere landen, zoals de voormalige Oostbloklanden. Metz heeft zich de afgelopen jaren dan ook gericht op andere sectoren. De werf werd gerenoveerd en kan nu schepen aan van 1.200 ton en een lengte van zestig meter lang. In Lemmer is een productiehal in gebruik genomen waarin men zich specialiseert in aluminiumbouw. In 2001 werd Texdok aangekocht, waarmee de Urker werf een dok heeft in Texel, en zo beter bereikbaar is voor de vissers.

Het ontbreekt de werf echter met name aan nieuwbouworders, waardoor het niet langer mogelijk is om de bijna negentig personeelsleden allemaal aan het werk te houden. Met het plaatsen van personeel bij andere bedrijven heeft Metz steeds gepoogd om de mensen te houden in de hoop op nieuwe opdrachten, maar volgens directeur Albert Metz is dit niet langer vol te houden.

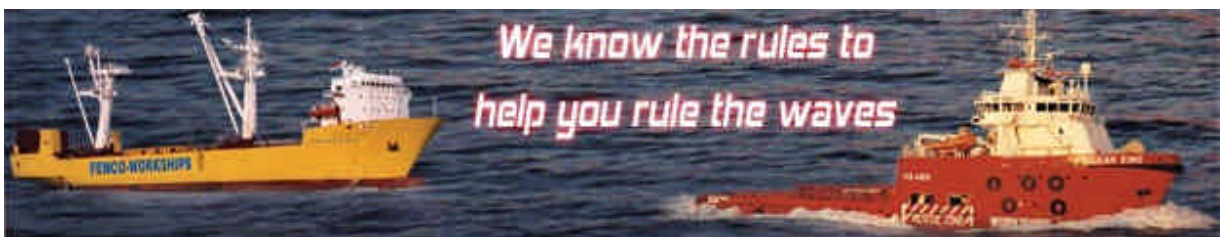
Reorganisatie

In overleg is dan ook besloten om een reorganisatie door te voeren, waarbij continuering van het bedrijf als hoofddoel is gesteld. Op korte termijn verdwijnen zestien arbeidsplaatsen bij de vestiging op Urk, waar in totaal 74 mensen werken. Het gaat vooral om mensen die het kortst bij het bedrijf werkzaam zijn. In overleg met de Metaalunie wordt voor hen gezocht naar een andere baan. Intussen blijft de werf hopen op nieuwe orders. Momenteel is de werf bijvoorbeeld in de afrondende fase van onderhandeling voor een grote verbouwopdracht voor een luxe cruiseschip. Ook heeft het bedrijf nog goede contacten lopen, onder andere voor de verbouw van passagiersschepen.

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Inchcape Shipping gets new crew boat

A new crew boat was launched at the Port of Fujairah and added to the fleet of Inchcape Shipping Services Co to meet the growing demand for supply services for vessels using the Fujairah anchorage.

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Inchcape-17 is the newest crew and supply boat which was added to the company's fleet of four other boats that are used to take and bring crews of the berthing ships at the anchorage area, in addition to supplying these ships with other services including water, food and other beverages.

The inauguration of the new crew boat, 'Inchcape-17', was attended by Captain Mousa Murad, general manager of the Port of Fujairah, Trond Baade, general manager of Inchcape Marine Services, Sanjeev Sarin, branch manager of Marine Services of Inchcape in Fujairah, and other heads of departments at the Port of Fujairah and customers and working staff of Inchcape company.

"This new addition to the company's fleet of crew boats is very important to meet the growing demand of marine services to the berthing vessels offshore. It will be used to drop and bring crews to the berthing vessels, in addition to delivering spare parts for the ship and other services," said Captain Murad.

"Years ago, the port had only two crew boats, but now we have five new crew boats that will help ensure the stability of business in the developing Port of Fujairah and the increase in the number of vessels asking for marine services offshore."

Baade said that the Inchcape office in Fujairah was established in 1984. Three years ago, the company became the first agent to establish a maritime centre inside the Port of Fujairah for further enhancement of the company's services to the maritime industry.

"The launch of the **Inchcape-17** crew boat in Fujairah aims to meet the growing demand for supply services for vessels using the port's anchorage area, speeding the flow of goods, spare parts and crews to ships," Baade added.

He pointed out that Inchcape, together with their partners, the Fujairah National Shipping Agency, extends services to more than 2,000 ships a year calling at the Port of Fujairah for a wide variety of services. "Inchcape firmly believes that the role of the Port of Fujairah as a significant multi-purpose service centre for the maritime industry will continue to grow," added Baade. **Inchcape-17** is the fifth crew boat of the company to be used at the Port of Fujairah.

Angry N Korea cancels ferry trip to Japan again

North Korea, angry over a security clampdown by Tokyo, has again abandoned a planned visit to Japan by a ferry at the centre of allegations of spying and smuggling missile parts, a pro-Pyongyang group said on Monday. The **Mangyongbong-92** - the only direct passenger link between Japan and North Korea - had been scheduled to arrive at the port of Niigata on Japan's Northwest coast on Monday after a previous trip was called off earlier in the month.

The pro-Pyongyang group representing North Koreans in Japan said it had been informed of the cancellation by the North Korean government, blaming what it called discriminatory measures against North Korean ships.

"Our country is very angry about Japan's application of political pressure - a discriminatory act," said an official of the General Association of Korean Residents in Japan (Chongryon). "(North Korea) cancelled the ship's visit in protest against political pressure, which in fact amount to sanctions," he added. The ferry last visited Japan in January.

North Korea, which has no diplomatic ties with Japan, called off a planned visit earlier this month, faced with opposition by Japanese people and a security clampdown by the government. Japan tightened security following a North Korean defector's allegations that the ship had been used for

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espionage activities and to import missile parts from Japan. More than 1,000 police were mobilised as well as dozens of government officials with X-ray machines and sniffer dogs to inspect passengers and goods when the ferry docked.

The ferry, named after the village on the outskirts of Pyongyang where North Korea's late leader Kim Il-sung was born, is the only direct passenger link between Japan and North Korea, geographically close but lacking in diplomatic ties. Chongryon's 100,000 or so members, who are mostly descendants of Koreans brought to Japan in the first half of the 20th century as forced labour, use the ferry for trips to visit relatives, often carrying large amounts of cash to the poverty-stricken North. The luxuriously outfitted ferry made 23 round trips to the isolated communist country last year, carrying a total of 7,000 North Korean residents of Japan.

NAVY NEWS

Send warships to fight pirates, urges union

Call for navy action after attacks on vessels soar

Royal Navy escorts should be sent to the world's most dangerous shipping lanes to protect British commercial vessels from the increasing threat of piracy, the marine officers' union, Numast, has warned the government.

The plea follows release of the latest figures from the London-based International Maritime Bureau (IMB) which reveal more than 100 attacks on merchant ships in the first three months this year - an 18% rise over the same period last year.

Two of the attacks were on UK-flagged ships and three were on UK-controlled or managed vessels. In another incident, British officers on board an Isle of Man-registered supply ship were seized at gunpoint off the coast of Nigeria. They were held hostage and manhandled and had their personal possessions stolen before a ransom was finally paid.

A Numast spokesman said yesterday that there had been "supportive noises" from ministers but no commitments to base warships in high risk areas such as the Malacca Straits, between Malaysia and Indonesia, and off the Horn of Africa. The navy has in the past said a shortage of resources is preventing it sending ships on patrol.

"We keep on trying to clarify what the position is for the navy, what they can do and what are the rules of engagement," the Numast spokesman said. "Attacks are running at such a level they pose a direct threat to world trade.

"We know the Japanese government is considering sending warships to the Malacca Straits to protect its national vessels. The problem is Malaysia and Indonesia have such long coastlines."

After Numast's annual conference in Harrogate this month, Brian Orrell, the general secretary, declared: "These statistics demonstrate that owners, flag states and coastal authorities are failing to treat this dreadful problem with the priority it deserves.

"It is essential effective action is taken to provide proper protection to seafarers. Piracy [should be put] back into the history books, where it ought to be in the 21st century."

The IMB figures recorded that 145 seafarers were killed, assaulted, kidnapped or missing in the first three months of this year in attacks by pirates. Guns were used in 22 incidents and knives in 39.

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Other dangerous coastlines include those of Nigeria, Bangladesh and India. Indonesia reported the most attacks. "Avoid anchoring along the Indonesian coast of the [Malacca] Straits," the IMB websites notes. "Coast near Aceh is particularly risky for hijackings."

Somalian waters should be avoided at all costs, the bureau recommends. "Ships not making scheduled calls to ports in these areas should keep at least 75 miles from the coast. Use of radio communications in these waters should be kept to a minimum."

The organisation has backed the use of high-voltage electric fences to prevent pirates clambering aboard. A Dutch-made device, which delivers a 9,000-volt shock, is designed to create an "impenetrable barrier of safety" around a vessel.

"Some seafarers want personal weapons to protect themselves," the Numast official said. "We believe the Royal Navy should return to its historic role, as it did in the 17th and 18th century, protecting British ships from pirates."

A Department for Transport spokesman said: "The UK actively participated in international discussions with the International Maritime Organisation to address the issue of piracy and armed robbery at sea. In November 2002 the UK government issued a marine guidance note to all UK seafarers through Numast. "This sets out measures that British merchant ships can take to avoid and deter acts of piracy."

MOVEMENTS

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The **Taklift 4** with the **Smit Bison** departed Monday evening from the Westerscheldt bound for the Heysehaven in Rotterdam – **photo : Frans Sanderse ©**



The **HUDSON** departed from Vlaardingen – **photo : Jan Simons ©**



Left : The **TAKLIFT 1** seen here working in the Gulf of Mexico

Photo : SMIT

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The **EN AVANT 27** of Muller Dordrecht seen here assisting the pontoon **H 401** June 21st which arrived behind the tug **FAIRPLAY XIV**
photo : Henk Stelt – Limburgia ©



Iskes newbuilding tug **THETIS** was shifted from Sliedrecht to Schiedam June 21st to commence trials soon, the vessel is expected to be delivered at the end of August
Photo : Jan Plug ©

AIRCRAFT / AIRPORT NEWS

Airbus takes off with prize orders at Paris Air Show

The European group may pip Boeing as top civilian plane maker this year

(PARIS) European aircraft maker Airbus took off with the prize orders at the Paris Air Show last week, putting it well on track of its targets and leaving US rival Boeing in the dust.



Mid-east boost: orders from carriers like Qatar Airways, whose CEO Akbar al-Baker (left) is seen here with Airbus chief Noel Forgeard, have helped shore up the depressed civil aviation market

This year could see the Toulouse, France-based consortium for the first time topple Boeing as the leading civilian aircraft maker.

And already Airbus was pitching its planned superjumbo A380 for the 2005 edition of the biennial show at Le Bourget airport.

Airbus chief executive Noel Forgeard hinted the A380 - the double-decker, long-haul plane Airbus is trumpeting as the future of air travel - will be on display at the 2005 show, a year before it is due to go into service.

'It should have flown before the next Bourget show and depending on the state of its development, we will either show it or not. I do not want to put myself under any

pressure, but under normal circumstances, I would expect so,' Mr Forgeard said.

Despite the worst crisis in aviation history, respectable deals were scored at the week-long event.

Respectable, but nowhere near the record-setting 2001 edition of the international show, which saw nearly 47 billion euros' (\$95 billion) worth of firm contracts signed, about four times as many as this year.

But that was then, when times were good, just four months before the Sept 11 skyjacking terror attacks blew a hole in air travel.

The effects of the intervening economic downturn, a rise in terrorism, wars in Afghanistan and Iraq, and the Sars epidemic made this year's 45th edition of the Paris Air Show a much more muted affair.

Unusual this year also were the political strains between France and the United States. The tension between the old allies over French-led opposition to the war in Iraq was felt in the scaled-back presence of the US military and companies. For the first time, no US military aircraft performed in the aerial shows.

Yet the old ties could not be mistaken in the historical events that marked the show - from the bow of a retiring record-setting Concorde to a celebration of the 100th anniversary of the first powered flight by the American Wright brothers.

French President Jacques Chirac watched the last landing of an Air France Concorde as he officially opened the show on June 14. The supersonic plane that holds the world's speed records for around-the-world travel, in both easterly and westerly directions, had made its final Paris-New York round trip.

The Salon du Bourget, baptised the Paris Air Show this year for the international market, was itself celebrating its 50th year at Le Bourget, where another American, Charles Lindbergh, landed on the first non-stop flight between New York and Paris in 1927.

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But business is the raison d'être of an event like this, and the traditional Airbus-Boeing battle remained the feature staple, as it does at Britain's alternating biennial Farnborough International show or at other major shows in Dubai and Singapore.

Under the eyes of 4,000 journalists from some 50 countries, Airbus and Boeing played out their fierce competition, albeit with different styles.

Airbus made a new announcement nearly every day, leaving Boeing just Tuesday to declare its only deal of the show - Korean Air's intention to buy nine planes. Boeing, for its part, contends it does business year-round and thus sees no reason to 'hold back' deals for announcement at air shows. And unlike Airbus, it does not announce order forecasts.

'Clearly, we will book orders this year,' Alan Mulally, the head of Boeing's civil aerospace operations, said. 'But we still see the number of new orders coming in at a slower rate than previous years.'

.... PHOTO OF THE DAY



The **ARGUS** operating at the Westerschelde – photo : Alain Doods ©



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