

Zeitschrift: Helvetia : magazine of the Swiss Society of New Zealand
Herausgeber: Swiss Society of New Zealand
Band: 60 (1994)
Heft: [8]

Artikel: Swiss Air Force trains in the UK
Autor: [s.n.]
DOI: <https://doi.org/10.5169/seals-945571>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 17.01.2026

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

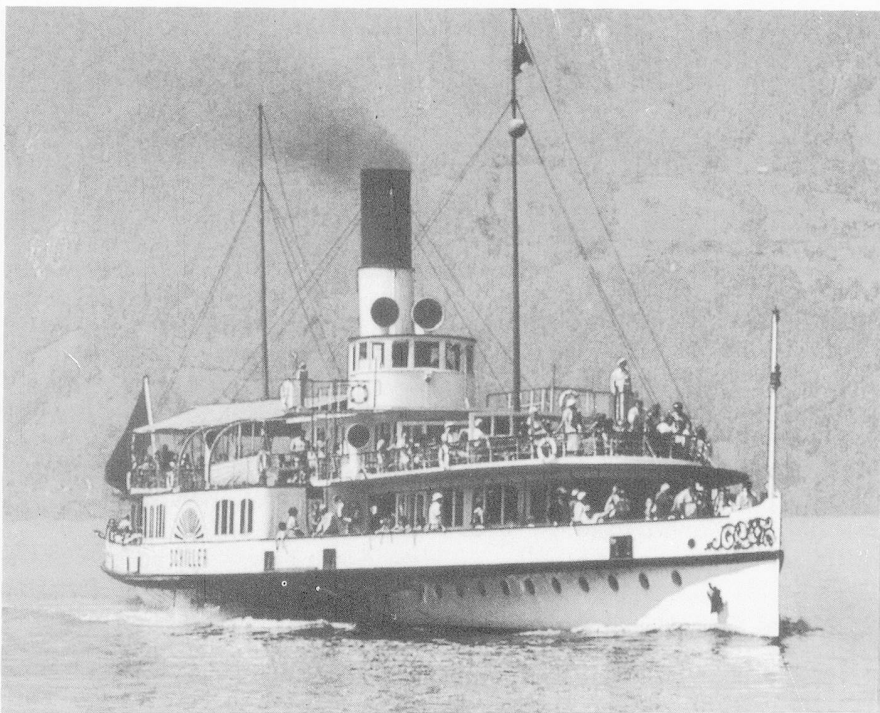
TRANSPORT OF DELIGHT

Visitors to Switzerland - and certainly the Swiss themselves - flock in their thousands to the country's many lakes in Spring, Summer and Autumn. The lake fleet which awaits them is used widely by tourists, but also for conferences and receptions, as well as by commuters for whom services connecting directly with rail, road and air networks are also provided throughout the Winter. The boats and ferries, controlled by the Federal Transport Ministry, run to tight schedules and are noted both for reliability and punctuality.

Such is the efficiency of the system that a tourist can check in his baggage at the boat station in, say Weggis, board a ship, change to the train for Zurich Airport, then continue by air to meet up finally with the baggage at, say Auckland. On being checked in at the boat station, the baggage is sealed inside a strong polythene bag for security reasons and to protect it from the elements - another important aspect of the thoroughness of the system.

A report on shipping on 13 major lakes, including "international" lakes like those of Constance, Geneva and Lugano as well as the Swiss stretch of the River Rhine, indicates that there is a total of 1,217 kilometres of lake and waterway routes being served by 164 vessels and 14 paddle-steamers with seats for 54,539 passengers. To give an idea of the total number of passengers carried in 1993, ships on the Lakes of Geneva and Lucerne alone respectively accounted for around 1.1 and 1.7 million second-class passengers with an additional 50% in first class.

Increased business is being sought with the introduction of large ultra-modern vessels, designed especially to cater for conferences. One such ship, the "MS Lausanne" is already operating on Lake Geneva. Launched in 1991 at a cost of SFR 13.5 million, it has a pas-



DS Schiller, which plies the Lake of Lucerne, was built in 1906 in the UK.

senger capacity of 1,500 with covered seating for about 700. A second similar, but smaller, vessel costing SFR 9 million, is scheduled for service on the lake of Thun, in time for the tourist season of 1995. Yet to be given a name, it is currently referred to as the "MS 2000". It will carry 1,000 passengers and have a covered seating capacity of about 500.

These are the "Queens of the Lakes, with plush interiors of mahogany and burnished brass fittings and wall-to-wall carpeting. But tourists of a more nostalgic disposition for yesteryear need not despair. There still remains many vintage paddle-steamers, renovated to modern standards of engineering and safety, while preserving the elegance and grace so evocative of a bygone age.

SWISS AIR FORCE TRAINS IN THE UK

In the past, the Swiss air force had its training ground in Sardinia (Italy). This year, it was decided to transfer the training to the Royal Air Force base at Waddington in the UK.

For security reasons, faster than sound training flights below 10,000 metres cannot be performed in Switzerland according to the Military Department. The country is too small and such flights could also endanger the very congested civilian air corridors that criss-cross Switzerland. So faster than sound flights must be performed in more isolated areas, preferably over water where the sonic boom is less of a nuisance than over inhabited areas.

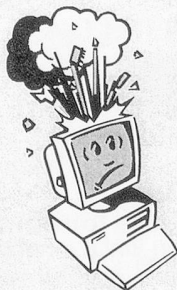
WE OFFER THE BEST FARES
FOR TRAVEL TO/FROM
SWITZERLAND

plus:
FAST, FRIENDLY AND
EFFICIENT SERVICE

Phone or write in
English/French/German to:
HEINZ SIGERIST

TRAVELAIR INTERNATIONAL LTD.

P.O. Box 37-335, Parnell,
Auckland
Phone: 64-9-377 3285
or 309 4500
Fax: 64-9-302 1099



computers?

BEST PRICES, high
quality and good
FREE advice
phone Edi on
09/444-3020

FOR A COMPETITIVE
QUOTE!

E.G.B. ELECTRONIC SERVICES
P.O. Box 40-152, Auckland 10

NOTE TO SECRETARIES

Next issue of the Helvetia magazine: FEBRUARY 1995. All contributions must be in by 15 January. Many thanks for your kind cooperation.

SWISS
Cafe
DELI

SWISS DELI PRODUCTS ARE NOW AVAILABLE IN
AUCKLAND CITY

SEE ERWINKNECHTLE

CNR. VICTORIA AND ALBERT STREETS
AUCKLAND
PHONE 3735023