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**The 1980 built RFS. LADNY an unmodified Krivak 1 class frigate operational with the Black Sea fleet, is seen leaving Valletta, Malta, after a two days visit.**

**Photo : Gejtu Spiteri ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **TORM LENE** seen outbound from Amsterdam – Photo : Joop Marechal ©

In 2012 komt alles samen

## Aanleg Maasvlakte 2 op weg naar eindsprint

Deze week worden de eerste stukken spoor op het nieuwe land van Maasvlakte 2 gelegd. Over tien maanden moeten de eerste treinen over het 12,3 kilometer lange spoor rijden. Voor dit zover is, worden allerlei activiteiten afgerond en opgeleverd. In het najaar van 2012 komt alles samen. Als een soort domino-effect moet alles precies op tijd klaar zijn, om de volgende stap mogelijk te maken. Wanneer eind 2012 de nieuwe zeewering gereed is en voorzien van weg en spoor, kan begin 2013 met het doorgraven van de Yangtzehaven de nieuwe haventoeegang geopend worden. Dan is de groeiimte voor diepzee gebonden activiteiten die de Rotterdamse haven nodig heeft op tijd beschikbaar. Ruim drie jaar geleden werd gestart met de aanleg van Maasvlakte 2. Inmiddels ligt het meeste zand dat voor de aanleg van de eerste fase nodig is, op zijn plek. Het stadium van grootschalig zand opspuiten uit zee is voorbij. Nu er ruim 200 miljoen m3 zand ligt, heeft de aanleg van de harde zeewering nabij de Maasmond het afgelopen jaar vooral prioriteit gehad van aannemer PUMA (samenwerkingsverband van Boskalis en Van Oord). In 2011 waren alle bouwstromen tegelijk actief en was het spitsuur op Maasvlakte 2. Naast het aanbrengen van zand en steen is de eerste 500 meter



diepzeekade opgeleverd en vrij gebaggerd. De eerste klant (Rotterdam World Gateway) heeft beschikking gekregen over zijn terrein. De nieuwe duinen zijn afgewerkt, er zijn wegen en viaducten aangelegd en er is aan nutsinfrastructuur gewerkt. Daarnaast is gestart met de aanleg van de spoorlijn en het aansluiten van de huidige Maasvlakte op Maasvlakte 2. Het project ligt hiermee op schema; in juli 2012 sluit het gat in de opgespoten zanddam en begin 2013 wordt de doorsteek tussen de Yangtzehaven en de nieuwe havenbekkens gemaakt.



### **Accent op zeewering en infrastructuur**

Het accent van de werkzaamheden ligt momenteel op het afmaken van de harde zeewering en de aanleg en aansluiting van infrastructuur. De toegangswaagweg voor Maasvlakte 2 wordt vanaf 2013 de Yangtzehaven. Het land waar nu nog de Europaweg richting Euromax en MOT overheen loopt, wordt vanaf eind 2012 weggebaggerd. Euromax, Gate en MOT zijn dan alleen nog te bereiken via de nieuwe weg die op Maasvlakte 2 achter de zeewering wordt aangelegd. Omdat de bedrijven in de noordwesthoek van de Maasvlakte optimaal bereikbaar moeten zijn voordat de Yangtzehaven kan worden doorgegraven, wordt zowel vanuit het zuiden als vanuit noorden in hoog tempo weg en spoor aangelegd.

### **Koelwateruitlaat E.On**

Om stijging van de waterspiegel en de temperatuur in het tijdelijke binnenmeer te voorkomen, realiseert PUMA een uitlaat voor het koelwater van energiecentrale E.On. Het binnenmeer ontstaat na sluiting van de buitencontour medio 2012 en wordt weer verbonden met de zee na het doorsteken van de Yangtzehaven begin 2013. Het koelwaterkanaal komt, door een opening in de Europaweg, uit in de Yangtzehaven. Het doorgaand verkeer richting Euromax, MOT en Gate wordt daarom in de periode april tot oktober 2012 over een tijdelijke brug over de Europaweg geleid.

### **Duinviaduct**

De infrastructuur vlak achter de nieuwe zeewering krijgt op termijn drie tot vier ongelijkvloerse kruisingen, ook wel duinviaducten genoemd. Deze leiden het verkeer van de weg op de buitencontour naar de kust of juist naar de bedrijfsterreinen. Deze week wordt het eerste duinviaduct opgeleverd door aannemer M.N.O. Vervat. Deze kruising ontsluit het huidige Distripark in het verlengde van de A15. Spoor en wegen kruisen elkaar ongelijkvloers. Bij de knooppunten lijkt de weg zelfs min of meer ingegraven in de duinen. De keerwanden van het duinviaduct zijn organisch vormgegeven met gewelfde, ronde wanden. De bruggen en viaducten daarentegen zijn robuust en maken met hun stevige industriële vorm en ritme de verbinding met het havengebied. Ook de kleurstelling van het gekleurde beton benadrukt het contrast: de keerwanden zijn uitgevoerd in wit beton, terwijl de bruggen donkergrijs zijn. Zo vormt het duinviaduct niet alleen de verbindende schakel tussen het bestaande havengebied en Maasvlakte 2, maar ook tussen de twee contrastrijke werelden van natuur en haven. Vanaf medio maart 2012 maakt het wegverkeer van en naar de Maasvlakte gebruik van het duinviaduct.

### **Op het goede spoor**

Na een geslaagde test deze zomer en de aanleg van een overweg ter hoogte van het RWG-terrein, legt onderaannemer BAVO Spoor (BAM Rail en Volker Rail) deze week de eerste meters spoor op het nieuwe land van Maasvlakte 2. De aansluiting op het spoor van de huidige Maasvlakte vindt plaats in de buurt van Railterminal West van ECT. Om dat mogelijk te maken, is in september het spoor op de huidige Maasvlakte 200 uur buiten dienst gesteld. In 2012 volgt nog twee maal een vergelijkbare buitendienststelling. Daarmee kan het Lyondellspoor worden aangepast aan de nieuwe situatie en kunnen tegen het eind van dat jaar treinen rijden over Maasvlakte 2. Zodra het spoor is gerealiseerd, kan aannemer PUMA de 'doorsteek' maken tussen de Yangtzehaven en de havenbekkens van Maasvlakte 2. Op Maasvlakte 2 krijgt het spoorvervoer alle ruimte om te groeien. Momenteel verlaat circa negen procent van alle containers de haven over het spoor. Dat moet vanaf de Maasvlakte in de toekomst 20 procent worden.

### **Zeewering**

De harde zeewering die de noordkant van Maasvlakte 2 beschermt, vordert gestaag. In november is het 'natte' werk onder water afgerond. De Blockbuster werkt ondertussen stug door aan de blokkendam die half februari 2012 het vaste land bereikt. Naast de blokkendam wordt de harde zeewering ook bekleed met klei aan de binnenzijde en een klein stukje op de huidige top. Daarna worden stenen bijgestort om zo het stenig duin te creëren. De tweede laag klei wordt in het voorjaar aangebracht, waarna het gras op het duin wordt ingezaaid. In april 2012 de harde zeewering op aan het Havenbedrijf. De zeewering in het zuidwesten krijgt de aanblik alsof deze natuurlijk is ontstaan. Een breed zandstrand met daarachter een duinenrij. Net als op de huidige Maasvlakte krijgt de natuur hier alle ruimte en biedt het zeven kilometer lange strand plaats voor iedereen. Het noordelijke deel is gereserveerd voor de sporters, het zuidelijke deel voor badgasten en hier tussenin is ruimte voor de naaktrecreanten. Vanaf mei 2012 is het eerste deel van het nieuwe strand langs Maasvlakte 2 klaar om er te wandelen, zwemmen en zonnen. Het sportstrand wordt in mei 2013 in gebruik genomen.



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## Panama one of 10 maritime powers

The IMO electoral process was conducted by AMP administrator Roberto Linares. Panama was reelected in category "A" of the Council of the International Maritime Organization, (IMO) at the XXVII General Assembly of this organization in London, England. During the election process, the Panamanian vote was upheld by the administrator of the Panama Maritime Authority (AMP) Roberto Linares. Of the 170 countries of the IMO, only 10 are in the select group of category A, considered the world's 10 maritime powers. The Panamanian official delegation was headed by Administrator Linares and included the Ambassador of Panama in London, Ana Irene Delgado and the director of the Panama Merchant Marine, Alfonso Castillero. A statement from the AMP notes that "the success of this election reaffirms the leadership of Panama whose flag has more than 9,000 registered vessels".

"This has been the result of a major international diplomatic effort and constant contact with our customers and members of the IMO, which leads us to continue this aspiration of remaining in this distinguished category," said Linares. The Panamanian delegation had the opportunity to meet with the outgoing Secretary General of the IMO, Efthimios Mitropoulos and the new Secretary General, who takes office in January, Koji Sekimizu. Both expressed their congratulations to Panama for this achievement, and a willingness to continue working with the leading flag country.

"This election poses a major challenge as we face the future of the maritime industry and we will work harder for the good of Panama and all of our users," said Linares.

Besides Panama, members of category A are China, Greece, Italy, Japan, Norway, Republic of Korea, Russian Federation, the United Kingdom and the United States. Category B includes Germany, Argentina, Bangladesh, Brazil, Canada, Spain, France, Holland, India and Sweden. Category C is made up by Morocco, Cyprus, Jamaica, Liberia, Australia, Bahamas, Belgium, Chile, Denmark, Egypt, the Philippines, Indonesia, Kenya, Malaysia, Malta, Mexico, Singapore, South Africa, Thailand and Turkey. **Source: The Bulletin**



Above seen the **CULEX** at Lowestoft on the 10/12/11 she was formerly **SD-OILPRESS** she was renamed in Lowestoft it self. **Photo : Paul Gowen ©**

## **Tanker owners prosecuted for pollution in the Solent**

At a hearing this week at Southampton Magistrates Court, the owners of a tanker were found guilty under UK maritime pollution legislation. The fine and costs amounted to a total of £95,000. Overnight on the 10th and 11th January 2011, yellow waxy balls of an unknown material washed ashore on the beaches of East and West Wittering. Samples were collected by the Environment Agency for analysis.

The Maritime and Coastguard Agency received information of problems onboard a Panamanian registered tanker called Pretty Time. The vessel was boarded and inspected by MCA Port State Control Inspectors on the 25th January 2011. The inspection showed there had been problems in the handling of a previous cargo of Palm Oil. Small yellow waxy balls of material were seen scattered about the deck. Samples of the cargoes were taken and sent for testing by the Environment Agency. Also taken were copies of the ship's logs and documentation. A backtrack analysis showed that the Palm Oil that washed up on the beaches of the Solent on the 10/11th January 2011 originated from the Outer Nab Anchorage at a time when the Pretty Time logs showed tank cleaning was in progress. Laboratory analysis showed that samples from the beaches and Pretty Time were the same. The evidence showed that the tank cleaning residues had not been disposed of in the approved manner. District Judge Lucie said: Taking into account all of the evidence I am satisfied so that I am sure that the polluting material came from the Pretty Time and I therefore find the case against the Defendant proved. Douglas MacDonald, Head of Environmental & Emergency Response Standards at the MCA stated: This is a timely reminder to all ship owners, ship managers and seafarers to ensure that residues of cargoes are disposed of in the approved manner. We would like to thank the Environment Agency for their help and co-operation in the investigation of this incident. **Source: Environment Agency**





The Cook Strait ferry [Arahura](#) sets sail from Picton at the top of the South Island bound for Wellington at the bottom of the North Island, New Zealand. Photo : Alan Calvert ©

## Record Breaker

The current year has brought a record-breaking income to Somali pirates hijacking ships and crews for ransom, said deputy director of EU NAVFOR – Operation Atalanta an interview. According to the admiral, pirates have obtained over \$135 mln ransoms in 2011, while in the past year their income was \$80 mln. Through recent five years, wants of the sea robbers has become 8 times higher – in 2007 they demanded about \$600,000 ransom for a captured ship, and in 2011 this sum has grown up to \$4.6 mln. At present, pirates hold 8 ships and about 200 hostages; this time last year they held 30 ships, said the official. However, this does not indicate of reduction of attacks; just the opposite, their number has 15% risen comparing to the previous year. Pirate attacks have become less successful. One out of four attacks was effective in 2010, but in the current year only every fourteen attack is successful, concluded the admiral.

Six or seven warships conduct permanent patrols along Somali coast. Spain, France, Germany, Italy, Netherlands, and Belgium take the most active part in the operation Atalanta prolonged till 2012. Somali pirates constitute the main threat to global maritime shipping. Somalia cannot cope with piracy because had ceased to exist as united state in 1991 with falling of Siad Barre's dictatorship who had been governing the country since late 60's. Presently, anti-piracy campaign in western part of the Indian Ocean is carried out under EUNAVFOR – Operation Atalanta and NATO Operation Ocean Shield started in 2009. Apart from counter-piracy warfare, the latter operation also implies rendering assistance to regional countries in developing own ways to resolve the problem. Russian warships have been securing commercial shipping near the Horn of Africa and in the Gulf of Aden since 2008. **Source : ShipTalk**



Het nieuwe TV Programma **NEDERLAND VAN BOVEN** biedt in 10 afleveringen vanuit de lucht een spectaculaire blik op Nederland. Met behulp van de modernste technieken en geo-informatie zijn er animaties gemaakt die ons dagelijkse ritme onthullen. Een van de uitzendingen word gewijd aan de haven van Rotterdam en deze aflevering is te zien

### 13 DECEMBER (VANAVOND) 22.20 uur op NEDERLAND 1

De Rotterdamse haven is als het ware het kloppende hart van Nederland. Hier komt 24 uur per dag, zeven dagen in de week, ons voedsel, onze brandstof en een oneindige toevoer aan goederen en benodigheden binnen, Vanuit de lucht zien we hoe deze stroom goederen vanuit de Rotterdamse haven dagelijks wordt gemanaged en verder gaat op onze waterwegen, spoorrails, snelwegen en rivieren



The **SD SEAL** seen outbound from Rotterdam-Europoort to meet the incoming **CSAV TOTORAL**  
**Photo : Jeroen Borst ©**



## All Safe

All seven Filipino crew members of a Cambodian merchant ship were rescued after their vessel showed a gaping hole in waters off southeastern Taiwan Saturday. The National Rescue Command Center was informed at around 8 a.m.

that the “[Ryu-Jin](#)” had a mishap about 80 nautical miles off Taitung County and that the captain of the ship had fallen overboard. A request was made to Taitung Air Force Base to send a rescue helicopter, but due to inclement weather, a rescue helicopter was sent from Chiayi instead. It spotted the damaged ship at around noon and proceeded with the rescue operation. The Filipino crew members were then taken to Taitung Air Force Base where they are being temporarily sheltered. **Source : ShipTalk**




Making her first call at Cape Town to take on bunkers, the 2009 built#LNG carrier [EXPRESS](#) berthed this morning. Entering port shortly prior was the small container vessel [OXL EMIR](#). - **Photo's : Ian Shiffman ©**



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Saturday short tour aboard the **QUEEN MARY 2** for Le Havre ship lovers association des Amis des Paquebots & Marine Marchande” Photo : [philippe.p.brebant@sfr.fr](mailto:philippe.p.brebant@sfr.fr) ©

## Shanghai indexes to challenge Baltic's

**Shanghai Shipping Exchange**, based in China's busiest port, will introduce indexes tracking international dry-bulk and oil-tanker rates next year as it challenges London's 267-year-old Baltic Exchange. The Chinese bourse plans to begin trading of derivatives tied to those indexes in May or June, Yu Jun, president of Shanghai Shipping Freight Exchange, said on Wednesday. The products will track shipments to China from Brazil, Australia and the Middle East, he said in Shanghai.

The instruments are 'urgently needed,' Mr Yu said, to help importers of raw materials cut the risk from fluctuations in freight rates. Trading of derivatives linked to Shanghai's first dry-bulk index, following domestic coal-shipping fees, started on Wednesday as the bourse begins to compete against Baltic Exchange indexes that were used to settle about

US\$24 billion of forward freight agreements last year. The London-based exchange runs the Baltic Dry Index, the global benchmark for commodity-shipping rates. Shanghai Shipping Exchange's derivatives won't be linked to Baltic indexes, according to a text message from the Chinese bourse. The Baltic Exchange, which traces its roots back to 1744, has about 600 corporate members, according to its website. 'We are very comfortable with what the Baltic provides to the forward freight agreement market,' Baltic Exchange chief executive Jeremy Penn said. The shipping industry is best served by a single liquid market, he said.

Speculation tied to indexes has exacerbated fluctuations in shipping rates caused by vessel supply and demand. The Baltic Dry Index doubled in 2007, slumped 92 per cent in 2008, almost tripled in 2009 and fell 41 per cent last year. Shanghai, home to the world's busiest cargo-box port, in June introduced derivatives tied to container-shipping indexes, tracking spot rates on 15 routes including to Europe, the Mediterranean and the US. **Source : Bloomberg**



**VANTAGE** seen leaving the IJmuiden locks enroute Amsterdam op 10-12-2011 - **Photo : Simon Wolf ©**

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The **DARWIN** seen in the Zandvliet locks (Antwerp) – Photo : Stan Muller ©

## Vaccine may prevent cruise ship virus

Researchers are working on a vaccine that might one day prevent norovirus, which has made many cruise ship passengers in the United States ill. "It is possible to prevent infection and illness with a vaccine for norovirus," said Dr. Robert Atmar, a professor of medicine and molecular virology at the Baylor College of Medicine in Houston. A study of the vaccine showed promising results, HealthDay reported Friday. The study included 98 people who received either the vaccine or an inactive placebo. Of the recipients of the vaccine, 70 percent were less likely to develop the stomach bug that causes cramping, diarrhea and vomiting, and were also affected by the norovirus less frequently.

The vaccine is given in two doses three weeks apart via a nasal spray. No safety issues were witnessed in the study. Side effects included stuffy nose and sneezing. Norovirus outbreaks have been reported on cruise ships docking in Tampa, Fla., and Charleston, S.C., over the past two years. A 2009 study published in the Clinical Infectious Diseases journal pointed toward poor restroom cleaning as a reason for the virus' spread. Dr. Thomas Hooton, an infectious disease professor at the University of Miami Miller School of Medicine, said the norovirus is "a mess and spreads like wildfire." "If a food handler contaminates the food on a cruise ship, it spreads like crazy. There is bad diarrhea and bad vomiting, and if they are not cleaned up properly, it can stick to surfaces and spread from person to person," Hooton said. Source : [upi.com](http://upi.com)

## Damaged ship threatens to sink Vale's China hopes

A ruptured hull in the world's largest dry bulk ship could sink Vale's multi-billion dollar plan for a flotilla of giant vessels to link its iron ore mines to the mills of top steelmaker China. The two-month-old Vale Beijing was severely damaged this week while preparing to set sail on its maiden voyage, sparking concerns over the safety of the Valemax vessels.

Influential Chinese ship owners and steelmakers fear the fleet is a Trojan Horse which Vale will use to monopolize both the shipping and iron ore markets at their expense. The accident will give them more ammunition as they lobby to keep the vessels out of China's ports.

If Beijing continues to keep its ports closed to the Valemaxes, the company will have to rely on a costlier system of supplying the world's biggest iron ore consumer. That will involve employing more vessels, more workers and paying for upgrades to port facilities. "This accident really does delay things. I don't think the Chinese port authorities will decide any time soon since they have to check on the safety of the ships now," said a Beijing-based official with a major Chinese shipping firm, who declined to be named because of the sensitivity of the matter. Vale was surprised by Beijing's opposition, since Chinese banks financed many of the vessels to be built by Chinese shipyards, such as China Rongsheng Heavy Industries Group and Bohai Shipbuilding Heavy Industry. Vale, the world's largest iron ore exporter, is spending more than \$2 billion on the fleet of 400,000-tonnes carriers to cut the cost of shipping the steelmaking ingredient to China, which consumes around 1 billion tons of the commodity a year. Not one of the six vessels on the water has made it to Vale's top market, as China has yet to approve of them. "Valemaxes could give the miner complete monopolization of the iron ore supply to China," said an iron ore official in northern China, echoing the complaints of several steelmakers. "And all the money that is saved by Vale will go to its own pocket, while Chinese steel mills won't be able to get any benefit at all." Arthur Bowring, managing director of the Hong Kong Shipowners Association, believes the Valemaxes will eventually make it to China, but only after the Brazilian firm wins over the authorities. "To make this happen, there has to be political acceptance, whether local, provincial or regional. While freight rates are low, there is not too much reason for that acceptance to be hurried along," he said.

Vale tried to win the support of the country's top shipping conglomerate, China Ocean Shipping Co (COSCO Group), as early as last year by inviting the state-run company to form a joint venture for managing the ships and sharing the profits. COSCO's then-president, Wei Jiafu, said he rejected the idea and used his influence as head of China's Shipowners Association to start a vocal campaign against Vale's vessels. Wei lobbied China's powerful economic planning and price-setting agency, the National Development and Reform Commission (NDRC), as well as the Ministry of Transportation. So far, both state bodies appear to be listening to the industry group. "In order to protect our shipping, steel and shipbuilding industries, the association will lobby all relevant authorities to block Valemaxes from accessing China's ports," Zhang Shouguo, the association's executive vice chairman, told Reuters. "With us facing a gloomy economic outlook, combined with the huge overhang of vessels, there is no incentive to make such heavy investments to build a 400,000-tonne terminal, waterway or any relevant facilities." The competition from Vale's fleet could not have come at a worse time for Chinese shipowners, already struggling with a severe downturn in the industry driven by rock bottom freight rates, high bunker fuel prices and an oversupply of ships. Things got so bad that COSCO Holdings and Grand China Logistics, a unit of HNA Group, were forced to temporarily halt payments to foreign ship owners earlier this year to renegotiate better terms. Vale's gigantic fleet is choking off any hopes for a recovery in the market, analysts say, something that Chinese shipowners are unlikely to forgive. Vale has offered to sell or lease the fleet as it looks to appease foreign shipowners. The Brazilian mining giant did not want to be a major freight operator or profit from its shipping business, a company official said, but wanted to shield itself from volatile freight costs.

Chinese steelmakers buy two-thirds of global seaborne iron ore -- nearly all from the Brazilian miner and Australia's BHP Billiton and Rio Tinto -- and Vale's desire for freight rate stability has left them feeling insecure. China's biggest steelmakers fear that if Vale gained increased control over the supply chain with the ships, it would have another advantage when negotiating the price of iron ore. "Large-sized steel mills are more concerned over Vale's fleet as they have long-term contracts, while smaller steel mills would be less affected as they often resort to the spot market," said the iron ore official in northern China. The strong Chinese oppositions has complicated Vale's plans for the fleet from the start. Its first mega bulk vessel, Vale Brasil, was forced to turn around in the Indian Ocean on its maiden voyage in June after the Chinese government failed to provide permission for the ship to dock at Dalian Port. It went to Taranto, Italy, instead. Vale has said the ship was rerouted for commercial, not political, reasons and to allow more time to finalize talks for future port deals. Several industry sources in China and Hong Kong, however, believe that Beijing stepped in at the last minute to cancel the shipment, succumbing to industry pressure. "I don't think it was the MSA (China's Maritime Safety Administration). The decision was made at a much higher level," said a senior industry official, who declined to be named because he was not authorized to speak to the media. "NDRC is responsible for all the general planning for all of these things, so yes they are most likely behind it."

Vale said it expected China to allow the ships into port once it resolves a few operational problems, echoing comments made by an NDRC official last month. Industry officials, however, say these fixes were being held up by the maritime authorities and the government in Beijing. Vale acknowledges it will take time to enter China, but stands by its ships. "It was definitely not a mistake," said Jose Carlos Martins, the company's executive director of iron ore and strategy at



a news conference in London this week. "I think it is a question of time, and these vessels will be very much used on this route from Brazil to Asia." He would not speculate how long it will take. Asia is expected to receive its first fully loaded Valemax, the Berge Everest, in Singapore on December 15, according to Reuters Freight Views. It isn't clear yet where its final destination will be, but no one believes it will be China. **Source: Reuters**

## NAVY NEWS

### Sri Lanka Navy Celebrates 61st Anniversary

Sri Lanka Navy celebrates its 61st Anniversary on 09th December 2011. Celebrations, held in accordance with naval traditions, consist of religious and social functions conducted to coincide with the Navy Day, which falls on 09th December. Being a brave and successful maritime force observing the standard naval protocols and executing a tremendously vital role in safeguarding the maritime interests of the nation, Sri Lanka Navy played a pivotal role in ushering sustainable peace to the Motherland.



The **JETLINER** seen moored in the port of Colombo – **Photo : Piet Sinke ©**

The Navy traces its genesis as far back as the year 1937 when it began its voyage under the name of Ceylon Naval Volunteer Force (CNVF). Thereafter, it got absorbed into the Royal Navy after the World War II as the Ceylon Royal Navy Volunteer Reserve (CRNVR), which eventually turned out to be the Royal Ceylon Navy on 09th December 1950. In 1972, with the introduction of the first republican constitution, the Royal Ceylon Navy took on its present name, Sri Lanka Navy. The voyage of the Sri Lanka Navy thus begun, has journeyed many a nautical mile gathering fair winds most of the time since its inception. It has been boldly and strategically steered forward by many a stalwart Commanding Officer at the helm. Under their wise command, SLN has undergone a qualitative as well as a quantitative development in various aspects during its illustrious history.

Over a wide spectrum of terrains and under varied battle scenarios, naval personnel have proven their prowess, competence and bravery, being well- fortified in their task of protecting the territorial integrity and the sovereignty of the motherland. The high quality of their performance, excellent morale in the battle field, unrelenting determination to execute a task assigned, the disciplined and orderly manner in which they act, above all, the humane qualities ingrained in the naval personnel are the results of their commitment to achieve the highest levels of professionalism, discipline and integrity. Today, after the successful defeat of three decade long terrorism, Sri Lanka is heading towards rapid development and prosperity under the prudent statesmanship of His Excellency the President Mahinda Rajapaksha. The Navy is engaged in supporting the development projects of the county under the guidance of Secretary of Defence, Mr. Gotabhaya Rajapaksha and the direction of the Commander of the Navy, Vice Admiral Somathilake Dissanayake.

The Navy, utilizing its human and material resources to make the Colombo canal system clean, brought their standard up to a level of initiating a public transport system to help reduce the city traffic congestion. The cleaning up has

helped reduce Colombo floods which had been a frequent threat to the people in the area. The Navy has also initiated projects to promote tourism by deploying vessels such as [Jet Liner](#) and [A 543](#) for sea voyages and whale watching programmes.

The Navy has opened a sea front restaurant – The Light House Galley – for the benefit of local and foreign tourists. Measures have been taken to promote agriculture in the country by purchasing agricultural produce of rural farmers and marketing them through Navy Seva Vanitha Welfare Shops. The Navy facilitates the efforts of oil and gas explorations in the Gulf of Mannar in a bid to assist the utilization of the country's resources for its economic growth.

Today, with years of experience in varied operating environments, Sri Lanka Navy is ready to respond to any kind of contingency. Having come of age remarkably, it stands dedicated to the security and the wellbeing of all communities living in the Motherland.

## Women To Be Allowed on Royal Navy's Subs

The first group of women officer volunteers will begin training next year and are expected to arrive onboard one of the four Vanguard-class ballistic missile submarines in late 2013, the Royal Navy said in a statement. Female enlisted ratings will be recruited and trained from 2014. Women also will be assigned to new Astute-class hunter-killer attack submarines beginning in 2016, the service said, following "necessary modifications" to the boats' accommodations. "Our primary objective in the Royal Navy is maintaining our operational effectiveness both now and in the future," Vice Adm. Charles Montgomery, the Navy's second sea lord and head of personnel and training, said in the statement.

"This carefully considered decision will allow the Submarine Service to draw on the widest range of talent and skills of our people - those in service and those yet to join." Hammond, in his first address as the new defense secretary, said the move will help the service maintain operational effectiveness. "The Royal Navy has always been at the forefront of innovation," Hammond said, "and this decision represents another step in its distinguished tradition of recognizing the contribution of its people and making the very best use of the talent from which it can recruit."

The 110-year old submarine service has never allowed women to serve on its undersea craft. Women began serving at sea with the Royal Navy in 1990, but the service decided in 1993 not to allow them on submarines, citing health concerns. At issue were worries that higher levels of carbon dioxide in a submarine's atmosphere threatened women's health. The Navy statement noted that "recent research by the Institute of Naval Medicine in Gosport showed that these risks were unfounded and that there were no medical reasons for excluding women from service in submarines." That research came as part of an 18-month review conducted by the Royal Navy looking at the legal, operational, health, social, technical and financial issues of allowing women to go to sea with the Silent Service."

The U.S. Navy in 2010 reversed a long-standing policy against allowing women on its submarines, and the first group of women is preparing to report this month aboard their first boats. So far, women are being assigned only to large missile submarines, and there are no current plans to allow females to serve aboard smaller attack subs. No decision on allowing U.S. enlisted women to serve on submarines has been announced. The objections to women on subs in the U.S. Navy were based more on cultural grounds. In particular, spouses of men serving in subs were often vocal objectors. Service aboard submarines can be a more grueling experience than on surface ships. The boats are cramped, and passageways, working and living spaces aboard even large submarines are tight. Nuclear submarines can remain submerged for weeks, even months at a time, and submarine sailors are constantly urged to be polite and considerate of their shipmates. [Source : DefenseNews](#)

## Collier renews bid to obtain a Navy ship to sink off Marco for reef

After plans to bring the [USS George Philip](#) to Collier County sank, project leaders propelled ahead with other options. Last year, Collier County commissioners formally asked the U.S. Navy to put the decommissioned ship on "donation hold" instead of scrapping it. The county planned to use the 455-foot frigate as an artificial reef about 30 miles west of Marco Island. The Sheriff's Office and local fire departments found a precise spot, six miles north of the so-called "R" Tower, for the potential reef. The county even submitted an application to get a federal permit to sink the ship there. But the Navy decided to scrap the frigate anyway. "We weren't able to override that, to our dismay," the county's legislative affairs coordinator Debbie Wight told the Daily News last year.

Nevertheless, the project's local booster, Naples diver and fisherman Mike Taworksi, is moving forward with plans to submerge another ship in the same location. He is looking at two that are docked at a naval yard in Philadelphia — the



**USS Hawes** and **USS Doyle**. "They are two of the **USS George Philip's** sister ships," Taworski said. "They're both sitting there on mothballs. It seems likely one of those will be available next year." Once a ship opens up, if Collier County secures it, Taworski intends to tow it to Tampa for cleaning and stripping before deployment. The whole process is estimated to cost about \$120,000. The **USS George Philip** would have cost about \$2 million to tow from Washington.

Taworski is working with county environmental specialist Pamela Keyes to acquire federal and state permits. Since the initial submittal last year, Keyes and Taworski have been working to resolve questions raised by the Navy in the application. "It's basically little things we were able to work through," Taworski said. "We addressed and responded to all their concerns." The updated submittal should be in the Navy's hands any day now. "Part of the artificial reef program is to try to get spots permitted," Keyes said. "So, when materials do become available we have a place to put them." Keyes added that county staff is open to deploying other objects in the area, such as miscellaneous concrete, an old barge or a ship. "It doesn't necessarily have to be a ship," Keyes said. "It can also be some other material approved by the state." Keyes said the permitting process could take more than nine months. Once an area is approved, it is open for five to 10 years. Taworski hopes to get an answer by early 2012 and have the ship submerged in about 18 months. In the meantime, he is working on coming up with money for the project. "We have a good amount of support and people wanting to give money," Taworski said. "I think because it will bring back eight times a year of what it will cost to reap." A sunken ship in Collier County would benefit the local economy and the environment, Taworski said. "It will bring people to dive who will visit restaurants, hotels and dive shops," Taworski said. "It's a real money-maker plus it's a nursery for fish, bringing in more marine life." **Source Naplesnews**

## Russian Navy's Carrier Group Won't Visit Syria

Russian Navy's carrier group headed by aircraft-carrying cruiser **Admiral Kuznetsov** will not visit Syria during an exercise to be held in winter in the Mediterranean Sea, reported RIA Novosti on Nov 29 referring to a source in Russian defense ministry. He commented reports of some media agencies that the only Russia's naval base abroad Tartus would meet Russian task force headed by Russian aircraft carrier **Admiral Kuznetsov** in spring 2012. "Indeed, Northern Fleet (NF) task force consisting of aircraft carrier **Admiral Kuznetsov** and large ASW ship **Admiral Chabanenko** in Dec 2011 will start a long-range cruise in order to hold a number of training activities in Atlantic and the Mediterranean Sea. However, the call at Syrian port Tartus is not planned", said the interviewee.

He emphasized that the base in Tartus had been established for repair and maintenance of Black Sea Fleet (BSF) ships. "If necessary, I mean the need of repair, supplies replenishment, or crew rest, Russian warships may call at Tartus, but in this particular case it is not planned", said the source. According to him, displacement of **Admiral Kuznetsov** is too large to moor at Tartus due to lack of appropriate infrastructure, i.e. quay of adequate size.

The NF spokesman said in Nov that crews of **Admiral Kuznetsov** and **Admiral Chabanenko** had completed an array of drills in the Barents Sea and were ready for overseas deployment. Acting as a carrier group headed by NF Deputy Commander Vice Admiral Alexander Vitko, the crews have practiced joint maneuvering and carried out four gun and ten missile firings.

Earlier on, aircraft-carrying cruiser **Admiral Kuznetsov** has been deployed in the Atlantic and the Mediterranean Sea several times. This ship built in 1985 is the only aircraft carrier operated by Russian Navy. Over 50 airplanes and helicopters are based on her. Apart from standard multirole deck-based fighters Su-33 and Su-25UTG, **Admiral Kuznetsov** carries helicopters Ka-27 and their modified versions. The carrier's displacement is 55,000 tons, cruising range is 8,000 miles, crew is 1,500 men including 650 – aircraft personnel, speed is 29 knots. Armament includes Granit antiship missile systems, Kinzhal and Kortik air defense systems, Udav antisubmarine systems etc.

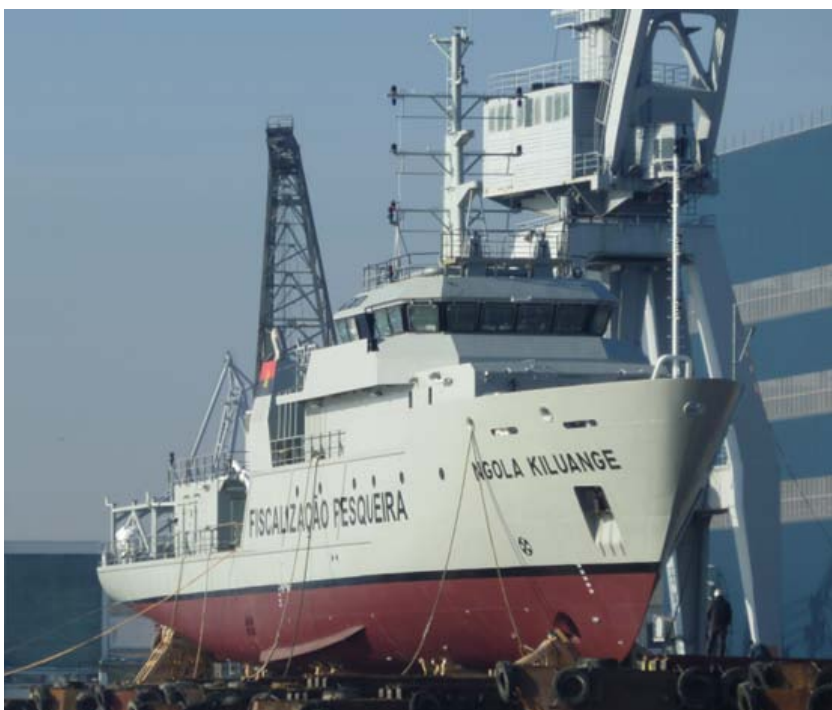
The agreement on deployment of Soviet warships in Tartus was tied with Syrian government in 1971. The base was established to maintain Soviet Navy's activities in the Mediterranean Sea, primarily for repair and supply of BSF 5th Operational Squadron. At present, Russian technical maintenance station in Syrian Tartus comprises several PM-61M-type mooring floats, floating workshop (shifts every 6 months), depots, quarters, and various logistic assets. The 50-men staff includes officers, seamen and civilian specialists of Black Sea Fleet. **Source : Navaltoday**

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### NGOLA KILUANGE LAUNCHED IN GALATI



At the DAMEN Galati yard the DAMEN FISHERY INSPECTION AND SURVEILLANCE VESSEL 6210 named **NGOLA KILUANGE** was launched, the vessel is under construction for the Angolian Ministry of Agriculture.

Photo's : Huib Lievense ©

### Keppel FELS holds naming ceremony for Ensco semisubmersible

Singapore's Keppel FELS shipyard is on course to deliver **ENSCO 8505**, the sixth of seven **ENSCO 8500 Series** ultra-deepwater semisubmersible (semi) drilling rigs to Ensco safely, on time and within budget. The rig is expected to be completed in the first quarter of 2012 with zero lost-time incidents in over five million man-hours worked. Upon completion, **ENSCO 8505** is contracted in the U.S. Gulf of Mexico with Anadarko, Apache and Noble Energy.

With Singapore's Minister of State for Transport and Finance, Mrs Josephine Teo, as the guest-of-honor, the rig was named **ENSCO 8505** at Keppel FELS today. Mrs Teo said, "In addition to the ability to offer customized solutions, our shipyards have long established a strong reputation for quality and timeliness. Keppel FELS' achievement today has done Singapore proud and bears testament to their capabilities and reputation as a leader in their field." Designed to address some of the most demanding offshore drilling requirements at water depths up to 8,500 feet, **ENSCO 8505**



features a two million pound quad derrick, offline pipe handling capability, 35,000 feet drilling capacity and 8,000 tonnes of variable deck load.

The fifth in the Series, **ENSCO 8504**, was delivered by Keppel FELS to Ensco in August this year and has commenced drilling for Total in Brunei. Mr. Daniel W. Rabun, Ensco's Chairman, President & CEO, said, "Our **ENSCO 8500 Series** rigs have proven to be a success wherever they operate including Asia, South America and North America. We are confident **ENSCO 8505** will perform well and help us maintain our ranking as number one in customer service in the offshore drilling sector.

"Keppel FELS has been a reliable partner achieving an impressive safety record during construction while providing cost-efficient, purpose built vessels on time. This enables us to perform at the highest level for our customers." Ensco currently has four additional rigs under construction at Keppel FELS. This includes **ENSCO 8506**, the final ultra-deepwater semisubmersible in the series with delivery expected in 2012, and three KFELS Super A Class jack-up rigs with deliveries scheduled in 2013 and 2014. The first jack-up to be delivered, **ENSCO 120**, is already contracted for work in the Central North Sea.

The three jack-up rigs under construction, **ENSCO 120**, **ENSCO 121** and **ENSCO 122** provide increased drilling efficiencies for multi-well platform programs, ultra-deep gas drilling, and ultra-long reach wells of up to 40,000 feet drilling depth. Mr Tong Chong Heong, CEO of Keppel Offshore & Marine, added, "Ensco has been a long-term customer and we are proud that they have entrusted us with 19 major newbuild projects worth nearly US\$4.8 billion in total.

**ENSCO 8505** is the 15th rig that we will be delivering with our hallmark of quality and timeliness. Being able to deliver six 8500 Series rigs within 42 months with the seventh due next year is testament to the excellent execution and productivity gains we have developed with Ensco.

"Our close collaboration includes customizing products to fit the market and we are glad that the ultra-premium harsh environment KFELS Super A Class rigs we are building for Ensco have received market acceptance with the recent contracting of **ENSCO 120**. We are committed to delivering these high-specification rigs to the highest satisfaction of Ensco." Source : MarineLog

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## SIPTU wants hearing over Stena plan

SIPTU has criticised ferry company Stena Line for making 39 staff at its Dun Laoghaire operation redundant - a third of them from next week. SIPTU official Christy McQuillan accused the company of reneging on a previous commitment to redeploy Dun Laoghaire staff to its Dublin Port operation if there were a downturn in business.

The redundancies were first announced in August for operational staff and October for support services. This followed the reduction of Dun Laoghaire services to summer, and the transfer of other services to Dublin Port. Stena Line says that because it is operating from Dun Laoghaire only between April and September, there is no work for the staff.

But SIPTU says that under agreements signed in 2007 and 2009, Stena had undertaken to redeploy Dun Laoghaire staff to Dublin Port in the event of a downturn. The Dublin Port operation is now being run by Ro Ro Services Dublin Ltd, which Stena says has no vacancies. The Ro Ro contract is not due to end until December 31 2018 - although SIPTU argues that it could be terminated earlier. SIPTU says staff have been told they must sign a compromise

agreement accepting redundancy terms by Monday at 5pm or they will receive only the bare legal minimum statutory redundancy payments. The union is seeking an urgent Labour Court hearing. Source : rte.ie



The **STENA HOLLANDICA** seen departing from Hoek van Holland assisted by **FAIRPLAY 26** –

Photo : Frits Janse ©

See also :

<http://www.youtube.com/watch?v=FxkZ3q5rJMw&feature=youtu.be>

A film of the same departure of the **Stena Hollandica** made by **Kees Torn**

## Port of Mumbai Container Traffic Falls 12.7 Percent

India's Port of Mumbai saw container traffic in November fall 12.7 percent year-over-year, while total tonnage rose 3.4 percent from same period a year ago. Container throughput at the port fell 17.5 percent year-over-year in the first eight month of fiscal 2012, which began April 1. Total tonnage traffic dropped 1.6 percent during the April-November period from the same period in 2010. India's port regulator Tariff Authority for Major Ports last week approved a tariff increase for Mumbai despite the protests of user associations. The new rate scale, slated to take effect Dec. 21, calls for a 30 percent hike in cargo-related charges and a 23 percent in marine dues. The increase, which will substantially push up vessel operating costs, is expected to put pressure on port management's ongoing efforts to woo more mainline calls and boost cargo throughput. Source: Journal of Commerce

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**BW SUEZ BOSTON** (LNG Tanker) seen during an bunker stop at Gibraltar – Photo : Francis Ferro ©

## Elbe dredging scheme approved by EC

IHS Fairplay reports that a proposal to deepen the River Elbe for ULCS calls at Hamburg appears to have cleared another hurdle. According to Hamburg's department of state for economic affairs, the project has been approved by the EC. Brussels confirmed that the planned compensatory environmental measures along the river were more than sufficient, according to the UVHH private federation of port companies in Hamburg. EU approval "is an important milestone for the project", which confirms "the imperative for the upgrading of the navigational channel", said the UVHH's president Gunther Bonz, who also directs the terminal operator Eurogate.

According to IHS Fairplay, Hamburg's government expects approval for the deepening by next spring, although certain aspects of the project have yet to be agreed with its neighbouring states of Schleswig-Holstein and Lower Saxony.

The plan aims to facilitate round-the-clock port access for ships with draughts of up to 14.5m. Significant delays have already taken place, with more likely to drive up costs. Hamburg's Green Party warned that costs could spiral from €385 million (US\$515.84 million) to exceed €0.5 billion. Source : Dredging News Online



**Master and crew of the POSH VANTAGE wishing all readers a Merry Christmas**



## Luxe aan boord van de ferry 'HSS Discovery'



Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

De twee lokale initiatiefnemers, **Ewart Walle** en **Rivellino Marcano**, die onlangs de ferry 'HSS Discovery' naar Curaçao hebben overgevoerd om het schip op de route Curaçao - La Guaira (Venezuela) te exploiteren en investeerders voor overname aan te trekken, hadden zowel vrienden als zakelijke relaties aan boord uitgenodigd. Het schip, dat eigendom is van een Venezolaans bedrijf en volgens Walle een waarde van tussen de 40 en 50 miljoen dollar heeft, zal menig bezoeker verrassen door de luxe aan boord.

Het schip ligt in de Caracasbaai aangemeerd, waar het de komende drie maanden reparaties zal ondergaan, waaronder ook een revisie van de motoren die door het bedrijf van Walle als investering uitgevoerd zal worden. Zijn bedrijf is gespecialiseerd in onderwater-reparaties aan schepen. Na een ietwat steile klim de loopbrug op, start de rondleiding bij de imposante laadruimte, waar voertuigen aan boord kunnen om via een felgeel gekleurde aanduiding een verdieping hoger het schip in te kunnen rijden. Het geheel ziet er verrassend nieuw en netjes uit, want het metaal van de laadruimtes glimt nog. De ferry kan 300 auto's huisvesten. Walle: "De oprijplaten (via welke de auto's de ferry op moeten rijden) liggen in Belfast, waar het schip vandaan komt, omdat de huidige eigenaar deze nooit heeft meegenomen en de ferry nooit heeft laten varen. Het schip heeft in Venezuela twee jaar stilgelegen. We zullen de platen nu spoedig over laten brengen."

Eenmaal op de laatste verdieping aangekomen eist het interieur onmiddellijk de aandacht op, met de vele verschillende zitgedeeltes die ingericht zijn met ieder een eigen kleursetting en sfeer. De warme sfeerverlichting creëert een gemoedelijke sfeer aan boord, waardoor men zich gemakkelijk kan voorstellen om uren aan boord van een dergelijk schip door te brengen. De genodigden knikken gedurende de rondleiding veelal ja en van hun gezichten valt goedkeuring af te lezen. Door de warme kleurschakering van de zonsondergang, die door de enorme ramen te zien is, krijgt het geheel een extra dimensie. Er kunnen in totaal 1400 passagiers letterlijk plaatsnemen in een comfortabele stoel, aan tafel, als onderdeel van een zithoek. De ferry heeft een modern uitgeruste industriële keuken, voorzien van grote koel- en vriesruimtes waar menig restaurateur jaloers op zou zijn. Het schip is tevens voorzien van een winkelgedeelte, dat bestemd is voor tax-free aankopen, en twee bioscopen voor vermaak. Walle geeft aan plannen te hebben om ook een gedeelte in te ruimen voor gokkasten. De temperatuur is, ondanks het feit dat de airco's slechts op een zesde van het vermogen draaien, aangenaam koel.

Aan een van de vele bars vertelt de Engelse bemanning, chief-engineer Ken, assistent-engineer Mike en Nick de electrical-engineer, druk gebarend en door elkaar heen, dat de **Discovery** deel uitmaakt van in totaal drie zusterschepen. De overige twee schepen dragen de namen **Voyager** en **Explorer**. Op het laatste schip is Ken 15 jaar werkzaam geweest, en hij vertelt met een dromerige blik dat hij zelfs aanwezig was bij de doop van de **Discovery**. "De zusterschepen worden nog steeds als de snelste ferry's ter wereld beschouwd, omdat ze letterlijk met vliegtuigmotoren/jets zijn uitgerust. Het gaat om twee DC-10 motoren en twee stealth-motoren. Officieel wordt aangegeven dat ze iets meer dan 40 knopen kunnen varen, maar ik heb persoonlijk meegemaakt dat er 50 knopen werden gehaald", aldus de glunderende chief-engineer Ken. De ferry is geheel van aluminium vervaardigd, waardoor het schip minder onderhevig is aan corrosie en dus uiterst geschikt is voor deze wateren. Omdat er wereldwijd slechts

een aantal kapiteins is, volgens Walle zes, die het schip kunnen en mogen varen, hoopt men trainingen aan boord te kunnen geven.



Het stuurhuis van de **HSS DISCOVERY** – Foto : Piet Sinke ©

Op de immense brug van de ferry, voorzien van alle moderne apparatuur, vertelt Walle dat er binnenkort een simulator zal arriveren, bedoeld voor vaartraining. De opzet is dat lokaal personeel zal worden getraind om deel uit te maken van de vaste bemanning, die nu ook gedeeltelijk wordt aangevuld met Venezolaanse bemanning, waaronder een vrouwelijke tweede officier en Rhandy Pinero, die de functie van operational officer heeft. Beiden hebben een maritieme opleiding in Venezuela doorlopen. "We zijn zo overtuigd van de mogelijkheden van het schip, dat we zelfs ons leven in willen zetten voor het slagen van het project op Curaçao", aldus Pinero. Source : Amigoe

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## Poor infrastructure drives cruise ships away

Vietnam's lack of tourist ports and poor traffic infrastructure have driven many international luxurious cruise ships away from visiting the country. Although Vietnam has been receiving high-class tourism cruise ships over the last decade, not a single tourist port has been built along the country's 3,200-km coastline.

As travel agencies catering to international tourists travelling on cruise ships are waiting for a tourist port, the luxury cruises have no choice but to dock in cargo ports alongside other transport vessels. "That the cruise ships have to share the ports with cargo vessels is a big inconvenience," Le Quang Thang, head of cruise ship tourism of Saigontourist, told Tuoi Tre. "Stepping out of the luxurious space of the cruise ships, tourists may find it hard to adapt to the messy atmosphere of the cargo ports with annoying sounds and smells." At present, most cruise ships with

loading capacity of above 1,000 tourists visiting Ho Chi Minh City have to dock at the municipal Navi Oil and Lotus ports, or the Ba Ria-Vung Tau-based Phu My port. However, tourists often have to wait for a long time to reach the ports, which are always busy with cargo-loading activities.

Should tourists wish to visit Ha Long Bay in the northern province of Quang Ninh, which has been named among the world's new seven wonders of nature, according to the global poll conducted by New Open World Corporation, as the Cai Lan Port, the only docking place there, is always packed with cargo ships. Cruise ships thus have to dock off the port and tourists have to go ashore by small boats, which tour organizers say is inconvenient, costly, and unsafe.

### Tour cancellation due to congestion

Inconvenient and congested traffic has also prevented cruise ship tourists from visiting more attractions in the country.

For instance, tourists to HCMC cannot travel further to the Mekong Delta provinces since it will take a lot of time while tourists' staying time is limited. Similarly, tourists to Hai Phong and Ha Long Bay wishing to visit Hanoi usually cannot make it since they would not arrive in the capital until half a day later.

In the most recent case, international five-star cruise ship **Silver Shadow**, operated by Monaco-based SilverSea Cruises Ltd, has announced it would cancel all visits to Hai Phong next year due to severe traffic congestion at the local Dinh Vu port.

Le Dinh Tuan, director of Viet Excursions Co, the travel agency to receive the Silver Shadow cruises, said it often takes tourists as long as 3 hours to get through the 3km-road from Dinh Vu port to downtown Hai Phong. "The cancelation is of no surprise as we did expect it," Tuan said. **Source : tuoitrenews.vn**



The **ESHIPS QUEST** seen enroute Rotterdam – Photo : Ria Maat ©



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## .... PHOTO OF THE DAY ....



The **TARKA** seen inbound to Melbourne, off Sorrento Port Phillip Bay, 11-12-2011 former **DMS Blackbird**.

Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

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