

local standards.

VIKING provides essential safety and fire-fighting equipment to the following segments: passenger, cargo, offshore, defense, fishing, yachting and fire. Products are manufactured at facilities in Denmark, Norway and Thailand and include chute and slide-based marine and offshore evacuation and crew transfer systems, liferafts, lifejackets, immersion suits, fire suits, work suits, pilot suits, transportation suits, man overboard (MOB) boats, davits and other life-saving appliances.

OMC'S MAJOR ST LAWRENCE CONTRACT

Australian maritime engineering firm OMC International (OMC) has won a major Canadian contract for its DUKC electronic navigation system to operate in the St Lawrence River, further cementing OMC's reputation as the leading expert in Under Keel Clearance (UKC) management, Executive Director Dr Terry O'Brien OAM announced recently.

Dr O'Brien said a customised web-based DUKC Series 5 system for the draught-restricted section of the St Lawrence River from Montreal to Quebec City is expected to be operational next year as part of Montreal Port Authority's (MPA) and the

Canadian Coast Guard's (CCG) integrated e-Navigation solution for the St Lawrence River, which is one of the world's largest inland waterways.

An operational DUKC system offers the possibility of loading more cargo safely in depth-restricted waterways. Dr O'Brien said that about 400 ships a year sailing to and from Montreal are expected to sail under DUKC advice to achieve maximum draughts. Montreal is the world's largest inland port and Canada's largest container port. The St Lawrence River DUKC system will be operated by three main parties, the MPA, the CCG and the Corporation of Mid St Lawrence Pilots (CPSLC). The bilingual web-based system will be hosted in the CCG's Operational Network (OpNet) in Quebec City where it will be integrated with other live environmental and vessel traffic systems. Users will access the web-based system from locations such as the port control and VTS centres in Montreal and Quebec City, as well as on board ships transiting on the river.

OMC will team with two Canadian sub-contractors in this project, NavSim, the PPU suppliers to the pilots, and XST, the Vessel Traffic Management and Information System (VTMIS) suppliers to the Canadian Coast Guard. The

Cleveland Cascades Ltd

Setting the industry standard for loading solutions



World Leader in the design & manufacture of bespoke retractable loading chutes for the handling of dry bulk materials.

- Based in the UK, Cleveland Cascades Ltd has a dedicated team of experts in the design, assembly and commissioning of loading chutes and materials handling equipment.
- With a growing range of bespoke solutions for the handling of difficult dry bulk materials, our product range includes the unique 'cascade' concept, dust-controlled conveyor transfer points and dust-controlled hoppers.
- With over 500 reference installations operating worldwide, with applications in ship, silo, road, rail & tanker loading, the company's key to success is its proven ability to provide a well-engineered solution with professional and committed support.
- Winners of prestigious Queens Awards for Environmental Achievement, Export Achievement, and Enterprise in International Trades.



Contact Cleveland Cascades Ltd

Unit 22, Dukesway, Teesside Industrial Estate, Thornaby, Stockton-on-Tees, Cleveland, TS17 9LT, United Kingdom Tel: +44 1642 753260 | Fax: +44 1642 753270
E-mail: enquiries@clevelandcascades.co.uk | Website: www.clevelandcascades.co.uk

Canadian Hydrographic Services will also participate in the project by providing environmental and bathymetric data for the St Lawrence DUKC system.

OMC's award-winning DUKC technology scientifically predicts how much UKC ships will have as they transit depth restricted channels and waterways, and tracks the UKC of ships in real-time during their passage. It has the capacity to accurately determine the critical vertical component of navigation and use this information to both optimise ship loading and passage plan scheduling, as well as safely track vessel traffic on the river.

"OMC won this major Canadian contract because in our field we bring a reputation and level of experience which is unparalleled by any organisation worldwide. There is a DUKC assisted ship movement on average every one and a half hours and more than 100,000 UKC critical ships have sailed using our DUKC advice without a single incident in the past 20 years, which is an impeccable track record," Dr O'Brien said. "Our UKC team is also uniquely experienced in working with regulators, pilots, port authorities and shippers to determine their UKC needs."

OMC gained valuable experience on the St Lawrence River during a 2011 UKC benefits study

conducted for the Société de Développement Économique du Saint Laurent (SODES). Mr Laurence Benn, Project Manager, said that this earlier work confirmed there is considerable potential to increase draught and tidal sailing windows safely. "The DUKC system has already been shown to successfully manage the local complexities, such as the use of local UKC rules and unique environmental and bathymetric conditions on the St Lawrence River," he said.

"Also, many of the challenges faced in developing a suitable system for this major river have already been successfully resolved by OMC at other locations where DUKC is installed in extended sections of protected waterways." The Weser River in Germany (DUKC installed 2009) is a long river system of more than 100km, with four separate ports along its length, including the major ports of Bremerhaven and Bremen.

OMC continues to have a strong research focus and its first North American contract, announced in February 2011 for a DUKC desktop study for the Columbia River Bar (CRB), prompted the development of the award-winning OMC iHeave, a lightweight ship motion measurement instrument the size of a shoebox. OMC iHeave was designed



Pacific Basin

With you for the long haul



Pacific Basin is honoured to have received the Environmental Protection Award at IBJ Awards 2012

We thank International Bulk Journal and the judging panel for recognising our team's commitment to tackling the challenge of significantly reducing emissions and other environmental impacts

Pacific Basin strives to deliver a sustainable, industry-leading dry bulk freight service



Scan this QR Code
for quick access to our
company website

Connect with us



specifically for use by pilots to allow them to gather hard data on ship motions under extreme conditions such as the treacherous entrance to the CRB, which is known as the 'Graveyard of the Pacific'. This entrance, which flows into the Pacific Ocean, has claimed about 2000 ships and 700 lives since 1792. OMC iHeave won the prestigious International Bulk Journal (IBJ) Awards 'Innovative Technology' (Marine) category, announced in Hamburg in 2012.

A DUKC trial began in the CRB in November 2012 following the completion of the desktop study, which aimed to investigate the commercial and safety benefits of installing a DUKC at the CRB. Over the 2012/2013 winter, the Columbia River Bar Pilots (CRBP) performed further OMC iHeave vessel motion measurements at the CRB and evaluation of this system and measurements is ongoing.

Dr O'Brien said winning the St Lawrence River contract this year is a particularly pleasing milestone because his Melbourne-based company OMC is also celebrating the 20th anniversary of the first DUKC system which was installed at Queensland's Hay Point coal terminal in 1993. It is also a significant achievement because the DUKC system for the St Lawrence River will be integrated with local Canadian expertise to maximise the safe throughput of this major waterway and hence its productivity.

CNCO VESSELS TO FEATURE MACGREGOR CRANES AND HATCH COVERS

China Navigation Company's (CNCo) four new Chief Class 22,000dwt multi-purpose vessels ordered from Zhejiang Ouhua Shipbuilding Co Ltd (Ouhua), on Zhoushan Island in China, will each feature three 60-tonne variable frequency drive (VFD) MacGregor cranes and hydraulically-operated MacGregor hatch covers.

The vessels are scheduled for delivery in late 2014 and first quarter 2015 and the contract includes options for an additional 2+2 vessels.

CNCo is the deep-sea ship-owning and operating arm of the Swire group of companies and is wholly-owned by the group's parent company, John Swire & Sons. The new vessels will operate for Swire Shipping's liner division, trading between Australia and Papua New Guinea; they have been specifically designed to meet the particular demands of this trading route. CNCo says the ships' design focuses on cargo handling speed and fuel efficiency; they will offer maximum versatility, with the capability to carry a wide range of cargo including breakbulk, over-dimensional and heavy-lift project cargoes up to 120 tonnes, in addition to meeting the route's general cargo requirements.

"The cranes' enhanced efficiency is mainly attributable to faster and more accurate load positioning which reduces the time spent in port, along with a 30 to 35% reduction in power consumption compared to electro-hydraulic cranes," said Svante Lundberg, Sales Manager for MacGregor cargo cranes. MacGregor hatches, cellguides and

fixed fittings solution combines cargo areas with hydraulic folding hatch covers both on weatherdeck and tween deck with areas of lift-away hatch covers on weatherdeck and cellguides in hold. This arrangement creates unique cargo handling solution by offering versatile cargo stowage options for these ships.

"We have enjoyed a successful working relationship with CNCo over a number of years," said Mr Lundberg. "CNCo pioneered the use of our electric cranes and this new order builds on several new ship series to feature our efficient cargo handling equipment."

FLEET'S SAFER+

Last year, Fleet Management Ltd, world's fourth largest professional man power supply and technical consultancy company for cargo ships, embarked on a Brain Friendly Safety campaign to help seafarers internalise the importance of Communication, Teamwork and Risk Assessment through 4 Hour Mandatory Brain Friendly SafeR+ Workshops.

SafeR+ is a behaviour based leadership programme initially launched in March 2010. The brain friendly format of SafeR+ programme cost some US\$ 150,000 for some 10,000 seafarers or US\$15 per person; helped reduce accidents by 32% and increased near miss reporting by 284% in one year (April 2012-March 2013). Since inception in 2010 the programme has reduced accidents by 70% and increased near miss reports by 500%. Most importantly the programme has saved priceless lives, increased customer satisfaction, and employment satisfaction at Fleet.

Fleet Management Limited, based in Hong Kong provides a comprehensive range of ship management services to cargo ship owners worldwide. They are currently responsible for the full technical management of more than 270 ships of which 130 are bulkers. The company has at its disposal, professional manpower, both ashore and at sea, operating to internationally recognised quality management standards. Fleet has a concise company policy and is committed to offering first class ship management services with emphasis on safety, pollution prevention and to providing a high standard of on board maintenance at a reasonable cost to owners.

The importance of first-rate crew in the successful operation of its vessels is recognised at Fleet and the company has established its own crewing offices in India (Mumbai, Delhi, Kochi, Kolkata, Chennai, Vizag, Patna, Lucknow and Chandigarh), the Philippines (Manila) and China (Dalian). In addition, a crew and officers training institute in Mumbai provides short term familiarisation, refresher and basic safety courses to staff. It also provides complete bridge and engine simulation exercises to Fleet's seafarers.

Other essential operating services include commercial management, newbuilding supervision, shipboard audits, superintendence and insurance. ■