



CHANNELLING LARGER VESSELS TO LERWICK

Lerwick Harbour is one of the principal deep-water ports in the northern North Sea, with a long history of servicing the fishing and offshore oil and gas industries. Handling all-weather, year-round activity, its facilities have kept pace with the increasing size of vessels now operating.

The latest development phase has further improved the harbour through a £12 million dredging programme in 2008, providing a significantly deepened north channel, a widened north entrance and basin at Greenhead Base, a newly-deepened landing berth at Shetland Catch and improvements to the landing berth at Heogan, Bressay.

A minimum of 9 metres water depth is now available north to south through the entire harbour which has two entrances.

Dredged material from the project has been used to create new land, extending to over 10 acres, immediately north of Greenhead Base, with opportunities for future expansion. New quay projects are at the design stage, including an extension to Greenhead Base, with further deep-water berths and a quay for a new white fish market.



Project support

Strategically located for oil and gas fields in the northern North Sea and in the Atlantic, Lerwick Harbour is accessible to the latest and largest construction and diving support vessels at all times. The port's role across the

full range of marine activity in the offshore industry includes servicing development and sub-sea projects.

For example, a full supply service is available to support subsea projects, with experienced onshore capability, including agents, fuel suppliers, rigging and handling of heavy offshore components. Scheduled sea transport routes for crew and

cargo transfer complement specialist vessels.

With ample lay-down area adjacent to deep-water quays, Lerwick can cater for the biggest offshore construction projects, including, in recent years, a major pipeline contract. This capability is further enhanced with the expansion of land at Greenhead Base.

The newly-widened access and basin at Greenhead also assists the handling of offshore barges, with the Port Authority's tugs, Knab and Kebister, also used for such projects.



Pipeline contract



Barge operations



The range of large vessels using Lerwick includes heavy construction ships

Decommissioning centre

The port has one of only a few licensed decommissioning sites in the UK and Lerwick has demonstrated its capability with landing of the 8,800 tonne Frigg Field Modules Support Frame at the Greenhead Base.

As well as proven experience in successfully decommissioning these large structures, it also handles smaller decommissioned cargoes brought by supply boats. The harbour is also ideally situated to accept subsea equipment for decommissioning.

Greenhead Base includes 9 metres' depth alongside strengthened quays; heavy duty bollard bases, and a decommissioning pad.

The sheltered Dales Voe Base, with 12.5 metres water depth alongside, provides deep-water berthing, including for rig work. With over 50 metres water depth immediately on the doorstep inside harbour limits, the largest heavy-lift vessels also use Lerwick for mobilisation, lifts and support.

Lerwick is an established port-of-call for crane barges

Pelagic improvements



Shetland Catch - landing berth deepened

The landing berth at Shetland Catch has been deepened to 9 metres to allow modern trawlers access at all states of the tide, meeting the needs of today's pelagic industry which has modernised since the berth was built 10 years ago.

The planned expansion of Greenhead Base will help to accommodate refrigerated cargo vessels collecting product for export from Shetland Catch's pelagic factory which has significant economic importance to the islands.

Across the water at Heogan, Bressay, dredging means the landing berth at the Shetland Fish Products' fishmeal and oil

factory is now a minimum of 8 metres deep – a key improvement for this long standing activity at this site.



Deeper berthing at SFP, Bressay

Fishmarket plans

The volume and value of white fish landings at Lerwick have increased significantly since 2003, following a period of decline. The opportunity was taken, therefore, as part of the 2008 project, to pre-dredge for a new quay for a future, new white fish market. The quay is now at the planning stage for this location at North Holmsgarth.

COMMITMENT TO QUALITY AND THE ENVIRONMENT

Lerwick Port Authority's commitment to quality is demonstrated by a fully integrated Management System linking both the Environmental Standard BS EN ISO 14001:2004 and EN 9001:2008 Quality Assurance System, along with a policy of continuous assessment, improvement and development.



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