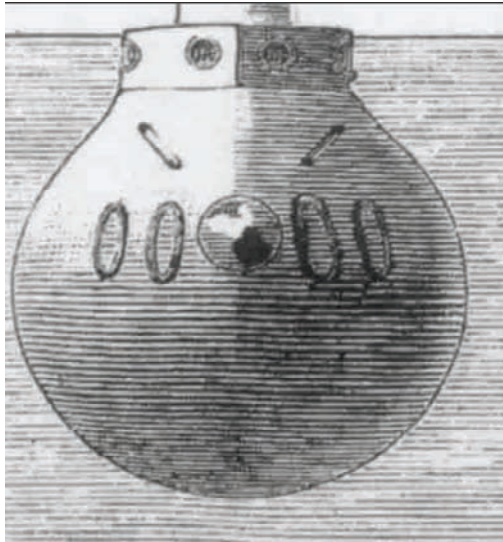


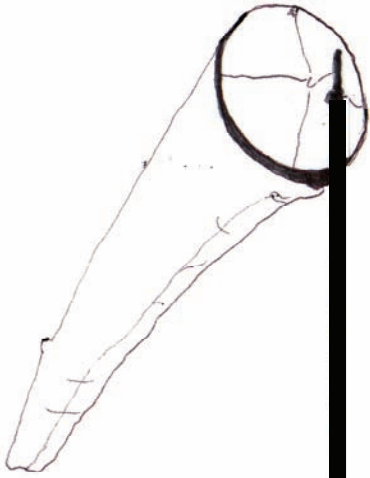
SHIPS IN THE NIGHT

Joy Hirst
White Street Mall, Frankston
4 light boxes - changing monthly
January to June 2010

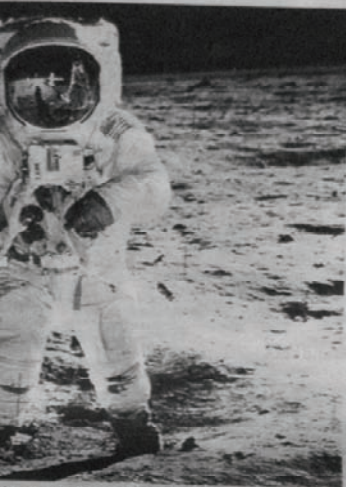


issue four

BEYOND THE LITTORAL



Way to Mars



the moon's surface in 1969 EPA/Nasa

"What we need is new technology; we have not had that since Apollo ... I say to Mr Obama: Let's get on with it. Let's invest in the future." Aldrin urged the US to commit to a colony on Mars, using an international lunar outpost as a stepping stone. "Isn't it time to continue our journey outward, past the moon?", he said. Collins warned that a second effort to explore the moon would be a technological "briar patch" that would distract the nation from reaching Mars.

If nothing else, the evening reminded America how distant the glory days of the space programme are. Aldrin, Armstrong and Collins were reminiscent of one's granddad - white-haired men who told exciting stories of long-ago feats of bravery and teamwork.

ce in the desert

bedecked horse to his helicopter and flew back to the capital, Ashgabat.

Disimayed experts point out that much of the water pumped into the searing desert will evaporate, adding that it is likely to be contaminated with toxic pesticides and fertilisers.

Turkmen officials insist the lake will attract birds, stimulate biodiversity and make plants bloom in a country that is 80% desert. The lake is supposed to cover 1,194 sq km, reach a depth of 70 metres and hold 130bn cubic metres of water. Filling it could take 15 years and cost up to \$4.5bn.

Meltdown 'to open Arctic tanker route'

Lesley Riddoch

A new "north-east passage" for shipping around Russia's Arctic coast and across the north pole will be opened within a decade as global warming causes the ice cap to melt, Norway's foreign minister has predicted.

Jonas Gahr Store, giving a recent lecture in Edinburgh, said the route through previously inaccessible Russian waters could cut tanker journey times between Rotterdam in the Netherlands and Yokohama in Japan by 40% and provide a safer and "pirate-free" route for transglobal shipping.

"The rise in temperatures across the Arctic is twice the world average. Soon there will be no summer ice - that will open up new routes and new strategic issues for the world," he said. The forecast follows previous predictions that the more famous north-west passage will be opened by climate change.

The melting ice has implications for the energy market. The Arctic is thought to hold 20% of world resources of fossil fuels, principally sub-sea gas in the huge Shtokman field. Russia plans to start extracting gas from the Barents Sea by 2011 with French partners Total and the Norwegian state-owned Statoil. Some 400km offshore, Shtokman cannot be reached by helicopter from continental bases. Explorers would need to contend with temperatures of -50C and ice floes the size of Jamaica.

With 50 Norwegian exploration and supply companies registered in Murmansk, Gahr Store believes Russia accepts it cannot develop the area alone. He rejects the idea that a dash for gas and creation of new Arctic shipping lanes threatens Norway's green credentials. "A man-made problem needs a man-made solution. The IAEA [International Atomic Energy Agency] predicts that by 2030/2040 the proportion of energy supplied by fossil fuels will be unchanged at 80% but consumption will have increased. The answer is to produce electricity from fossil fuels without emissions by using carbon capture. Norway is already doing this [in the North Sea] - we store in tonnes of CO₂ every year."

The Shtokman Development Company has spoken of plans to use floating nuclear-powered platforms, which can be moved around in case of "emergency situations" such as roving 2m-tonne icebergs. A Russian expert has suggested icebergs could be destroyed with bombs, while admitting that "might raise ecological concerns".



SHIPS IN THE NIGHT - a project unfolding

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