

PREVIEW

# NEWSBREEZE

THE SAL HEAVY LIFT MAGAZINE | NO. 2 / 2017 | JULY

## WALNEY EXTENSION PROJECT

BACK TO BELFAST – PART TWO



*In this issue*

**Crane Summit:** A Liebherr Cranes Rendezvous

**SAL patent:** Active Passive Heave Compensation

**Welcome aboard:** Down in the machinery room





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## MANAGEMENT GREETING

*Dear reader,*

*SAL is standing on the doorstep of passing a new major milestone in our company history. As of 27<sup>th</sup> of July 2017, SAL Heavy Lift is part of the Harren & Partner Group. A new and exciting future awaits us, where SAL will act as spearhead for premium heavy lift shipping in the Harren & Partner Group.*

*By becoming part of the Harren & Partner setup, SAL will now represent a fleet of 21 vessels including Ro/Flo capable vessels as well as represent the largest +900 t fleet within our industry. We will be able to offer an enhanced scope and add to our already world-leading technical marine transport offering.*

*I trust that our customers and business partners will benefit from these changes – as we can provide “more of everything”.*

*Much more news on the “new SAL” will come soon.*

*Enjoy your reading,*

*Toshi Yamazaki*

CEO



Walney Extension Project, part two:  
Transition Pieces, towers and blades

# THE TALLEST & THE HEAVIEST







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*“The cooperation between VanOord and SAL has been excellent – in particular because we needed SAL to comply with our extremely tight construction program. And SAL has proven that they can do the job.”*

Floren Verweij, Project Manager,  
Van.Oord Offshore Wind Projects BV

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**W**e continue the story on our long-term project Walney Extension. One major requirement for a successful performance of the project is the flexibility to change rapidly between two different cargo settings. The Monopiles (MPs) have been lifted and transported in a horizontal position whereas the Transition Pieces (TPs) need to stay upright when moved. >>





Rich J Matheson

WE CLEAN THE DECK AND INNOVATE SOLUTIONS

**Imprint**

Editors: Nora Kohlhasse, Christian Hoffmann,  
Dorothee Hagenah

Contact: [communications@sal-heavylift.com](mailto:communications@sal-heavylift.com)

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