

# NEWSBREEZE

THE SAL HEAVY LIFT MAGAZINE | NO. 2 / 2016 | JULY 2016

**PREVIEW**

## NORTH DECK

PART TWO –  
SUMMER IN DUBAI

≡ *Also in this issue:*

**Six RTGs – Ready To Go**  
**Connecting Islands**  
**Catch Me If You Can**



A member of the **K'K'LINE** Group



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## MANAGEMENT GREETING

*Dear reader,*

*Summer is upon us, and we are more than six months into 2016. This year seems to continue to offer challenges for the shipping industry in general. As a premium project carrier, SAL works very hard every day to ensure the most innovative solutions and the best service to our clients at any contact point they may reach. I tend to say that 'strength and growth come only through continuous effort and struggle', and this is a mantra we work by in SAL.*

*A sequel of our North Deck project, a speedy transport of a heavy buoy and transport of bridge sections and cranes are among the projects we highlight in this issue – all evidence of our hard efforts. In SAL we only strive for the best!*

*Enjoy your reading,*

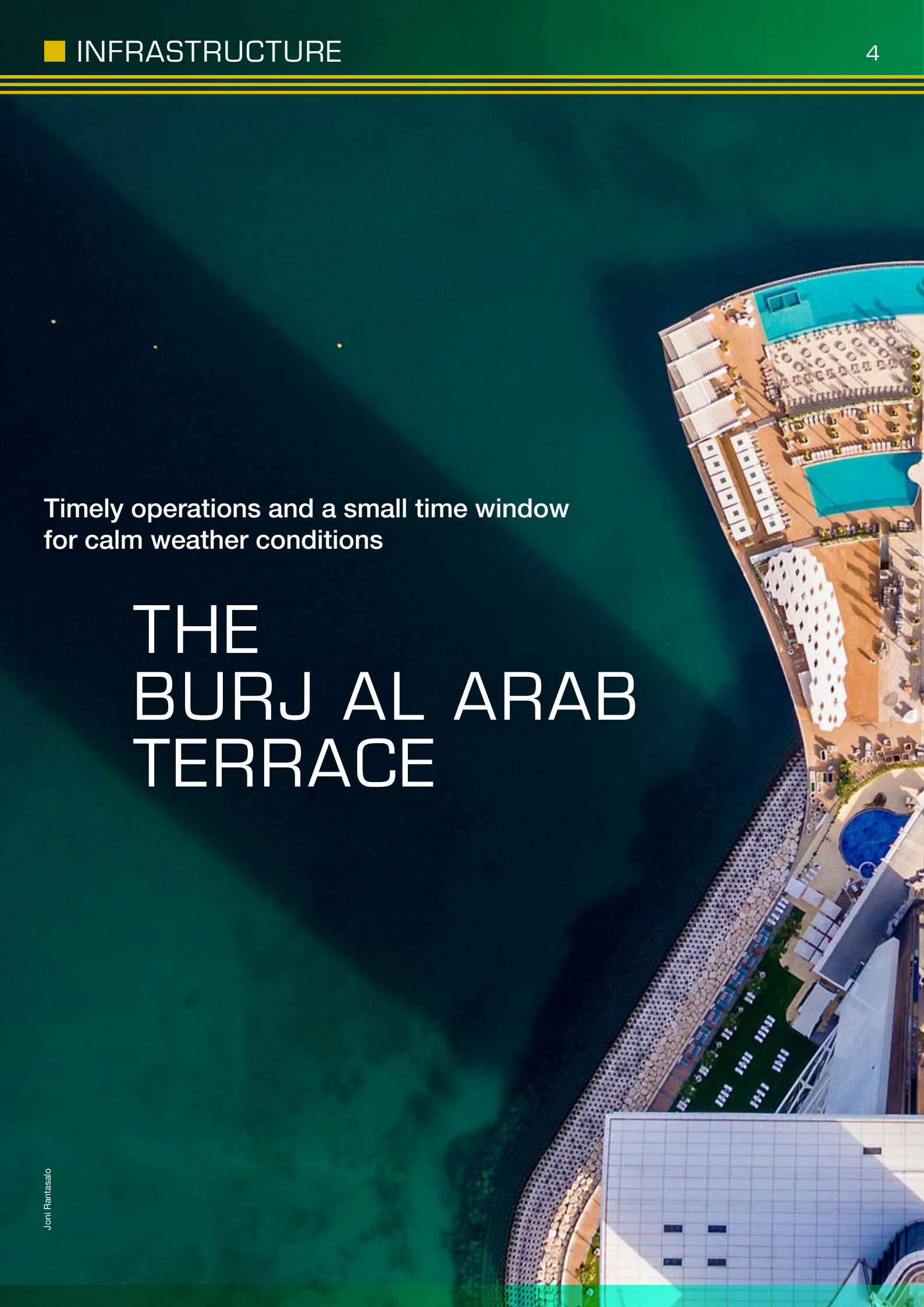
*Toshi Yamazaki*

CEO



Timely operations and a small time window  
for calm weather conditions

# THE BURJ AL ARAB TERRACE







January 2016 | Port Rashid, UAE

Summer only seems to start now here in Northern Germany, whereas in Dubai, the sun shines 300 days a year and temperatures can climb to more than 40 degrees Celsius at times. Nevertheless – as of now, you have the opportunity to cool down at the “Terrace” if you should reside at the Burj al Arab Hotel. Stretching 100 metres into the Arabian Sea and with a sheer size of 10,000 square metres, the deck features all luxury amenities such as two large pools, both fresh- and salt-water, private cabanas, bars and luxury restaurants. And SAL has played an important part in realizing this paradise.

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*“It’s always good to  
work with SAL.”*

Michiel Smetsers,  
Project Manager, Mammoet

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# DISCHARGING THE “NORTH DECK”



## FACTS

Client	Admares
Vessel	MV Svenja, Type 183 (2 × 1000 t cranes)
Cargo	Beach platform (6 modules) Land bridge (2 pieces) 24 Cabanas
Weight	Up to 740 t
Dimensions	Up to 79 × 35 × 4 m
POL	Rauma, Finland
POD	Dubai, UAE
Period	Dec 2015 – Feb 2016
Specials	<ul style="list-style-type: none"> <li>• 26 m lifting beam with a capacity of 1000 t</li> <li>• Total weight: 3500 t (all 8 pieces)</li> <li>• Overhang in the aft: 16 m</li> </ul>



The North Deck, which has now been christened “Burj Al Arab Terrace”, was manufactured in Finland. From there, SAL’s MV Svenja transported the platform parts to Dubai to be discharged at Port Rashid. Due to the large overhang of the platforms – up to 16 metres – the voyage faced strong weather restrictions to avoid any critical impact on cargo and vessel. Winter weather in the Bay of Biscay shows only a small time window of calm weather which would comply with our restrictions. The chance to meet these conditions in January is only about 40 percent, but SAL managed to meet this gap without any additional waiting time. Leaving the English Channel on 14 January, MV Svenja sailed the tricky part of the voyage to Gibraltar within three days.

The discharging operations in Port Rashid went extremely smooth. The teamwork and communication with Mammoet, the installation partner on-site, turned out into a flawless execution of the entire job. Every single member of staff performed at the

highest level, so that only one meeting was necessary to align all operations. All parts of the terrace were discharged with the ship’s own cranes onto massive barges and finally installed on site by Mammoet with a sheer leg crane. Loading and discharging of the parts – the biggest with a length of 79 metres – was enabled by MV Svenja’s new 26 m lifting beam.

This project constitutes a new milestone in SAL’s history: It includes the biggest items SAL has ever transported in terms of dimensions, and it shows that it is always worth to delve into tasks which on a first glance are considered to be impossible. The project execution team at SAL, in particular our crew, the involved engineers and the project management team in Finland, made this venture possible. ⚓

➡ Want to learn more about this project?  
Please visit [www.sal-heavylift.com/news/media/project-info-downloads](http://www.sal-heavylift.com/news/media/project-info-downloads)



Video stills: Christian Striboll



## THE NORTH DECK MOVIE



▶ [Click here to watch our new video "North Deck – The Difference" and meet the people behind the scenes!](#)

### MOVIE STATS

#### Production

- Temperature ranging from -25 °C up to +30 °C
- 15 interviews
- 2 cameras, 3 drones, 1 pilot boat, 2 aerial platforms, 1 rope camera

#### Post production

- 3 weeks of editing
- 1.5 terabyte video raw files
- approx. 4 hours of interview material
- approx. 50 hours of movie footage



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