Press information

SAL Heavy Lift transports a new island for Dubai

SAL Heavy Lift finalized an ambitious heavy lift shipping project. Responsible Project Manager Peter Sandberg and Project Engineer Tilo Klappenbach give some details about the highlight project "Burj Al Arab Island".

Like a massive, oversized book stack: SAL Heavy Lift loaded and transported cargo for a luxury beach platform from Finland to Dubai.

1. Which criteria do you use to assess the feasibility of a large dimension project in advance?

Tilo Klappenbach: The first check is the vessel availability. We have to make sure, if we have a fitting vessel available. On the basis of the cargo size and weight we know which vessel type could fit. After the general vessel capability check with regard to crane capabilities, deck space and draft we clear up additional technical matters: Do we need a mooring spread or a dynamic positioning, additional living quarters, a hammering device or other additional equipment? Most shipping projects can be handled by one or two project engineers, if needed with support from our structural or hydrodynamic engineers. In this case two engineers worked permanently on the project and two structural engineers day wise.

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2. How and when do you decide where the Project Manager for a project will be located?

Tilo Klappenbach: We have Sales Managers in several countries, for example in Finland or Taiwan. Whenever a Sales Manager concludes a contract, he functions as Project Managers for the respective project as well. More complex projects are handled by our Project Management department located in Hamburg.

3. What makes the "Burj Al Arab Island" a highlight project for SAL?

Peter Sandberg: The beach platform project for Admares Ltd. was a very demanding one, due to the handling of a very exclusive product for the world famous Burj Al Arab hotel. Moreover, it was related with high requirements from the client. So our engineering was involved with a lot of innovate lifting and rigging solutions. The SAL engineers undertook some extensive vessel modifications as well: MV Svenja received an additional steelwork at the aft deck and wooden supports for a safe stacking.

4. What was the most challenging part of the project and how did you manage it?

Tilo Klappenbach: Our main challenge was the huge cargo overhang to three sides namely 10 meters on portside and 15 meters on aft and starboard. The cargo overhang induced high pressure forces on the edge of the vessel, especially in seaways. Here we had to recalculate the vessel structure which was done by Pella Sietas considering the loads from Beach Platform stow and add some additional steelwork at the aft deck, done by RMC, to achieve sufficient strength. We used seakeeping calculations to analyze the risk of wave impact on the cargo overhang. This resulted in a wave height restriction for the transport. Due to the wave height restriction the loads for the transport conditions were reduced as well, which had simplified the stacking and seafastening.

5. How did you manage the project across several continents?

Peter Sandberg: We mastered that with very good team work. The entire project was characterized by a close and intensive cooperation with all parties involved. So the different time zones were not an issue. Especially the crew of MV Svenja used their experience and knowledge to make it a success story for all parties involved. Their team spirit was caught by everyone.

6. How did you coordinate the cooperation with other parties involved?

Peter Sandberg: We managed that with emails, skype meetings and regular basis meetings. It was important for us to stay in close contact all the time and to hold a good structure of documentations. And as I mentioned earlier, a dream team from SAL was involved. So in the end we had a really well working team consisting of technical experts, SAL's crew and client's representatives.

7. How did you deal with the strong differences in temperature?

Peter Sandberg: … with changing clothes. ;-) No, seriously. We were well prepared and took measures against the cold. We knew the conditions on site and made a good preplanning in advance. During the load in Finland we had temperature variation between +5 to -28 degrees, but the equipment and the entire crew was well prepared.

Curriculum vitae

Peter Sandberg, Managing Director of SAL Heavy Lift in Finland, responsible for Sweden and Estonian market, works for SAL since 2009. The 38year-old studied logistics at Laurea University of applied sciences during the studies he had been elected as President of student union. Peter already has a longer career in shipping, starting from Team Lines in various departments from water clerk to sales and business process development applying the studies in practice. As from 2005 he joined “K” Line Finland Oy as manager for projects and short sea shipping which became Agent for SAL in 2007.

For this project Peter Sandberg acted as overall project manager transportation on behalf of SAL Burj Al Arab Island development

Peter Sandberg, Project Manager at SAL

Curriculum vitae

Tilo Klappenbach, Project Engineer at SAL Heavy Lift, works for SAL since September 2010. The Dipl.-Ing. of Naval Architecture graduated from TU Hamburg Harburg in 2013. The 32-year-old was lead engineer in the “Burj Al Arab Island” project, responsible for motion analyses and feasibility studies to check how to carry the cargo safely.

Tilo Klappenbach, Project Engineer at SAL

About SAL Heavy Lift

SAL Heavy Lift, a member of the “K” Line Group, is one of the world’s leading carriers specializing in sea transport of heavy lift and project cargo. The company was founded in 1980 as “Schiffahrtskontor Altes Land GmbH & Co. KG” and has been part of the “K” Line Group since 2007. The modern fleet of 16 heavy lift vessels offers highly flexible options to customers. The vessels of SAL Heavy Lift boast an impressive travel speed of 20 knots, up to 3500 square metres of unobstructed main deck space and combined crane capacities up to 2000 tons: among the world's highest lifting capacity in the heavy lift sector. As a leading global company in the heavy lift and project cargo segment, the company meets the highest standards with regard to quality, technical innovation and health, safety and the environment.
www.sal-heavylift.com

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