

NEWSBREEZE

THE SAL HEAVY LIFT MAGAZINE | NO. 1 / 2018

Martin Haag



WHALE WATCHING
Ichthys Reels

BIG, BIGGER, LHM 800
Mobile harbour cranes

**SAL AFRICA SERVICE
TO COMMENCE**
New Liner Service

**GREAT NEW
ADVENTURE AHEAD**
New joint venture with
RollDock

SAL ENGINEERING
Ballast procedure for
barge

BUILDING ON A GOOD FOUNDATION

HORNSEA PROJECT ONE



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FROM THE CEO DESK

Dear reader,


We have put the first 90 days of 2018 behind us and spring is soon upon us. The winter months in SAL have been filled with several activities: A key achievement was our newly announced pool agreement with Roll-Dock BV, where we join forces with our dock vessels and cooperate in the heavy lift project markets offering our customers an even more comprehensive service than what we could on our own. I am excited about our new venture forming here. Commercially we have kicked off with Hornsea One, a massive project for our MV Svenja. Our sister entity SAL Engineering is also becoming more and more busy and I am happy to see this organization taking form. In short – we do not sit still.

We realize the onwards challenging market conditions that 2018 shows and are focussed on adapting hereto. SAL shall evolve together with our clients and make sure that our solutions and services matches your expectations. The first issue of Newsbreeze in 2018 gives you small insights into the journey SAL undertakes. I am happy to bring you along.

Enjoy your reading,

Toshi Yamazaki

CEO



174 monopiles and 68 transition pieces
for North Sea wind park

BUILDING ON A GOOD FOUNDATION



Harvesting energy offshore always comes with its challenges. Weather, wind and waves are strong forces that immediately affect all elements of an offshore wind farm. This is why especially the foundations of each wind mill need to

be strong, long-lasting, of good quality and built on solid ground. And transporting such important and sensitive pieces of cargo to its final destination can be quite challenging too. But luckily we love to face challenges and find solutions. »

BIG, BIGGER, LHM 800

Fully assembled cranes,
over 75 metres in length



Nowadays ports need to be prepared to welcome bigger ships, more freight and larger, heavier cargo. This also results in port handling equipment getting bigger and bigger – creating new challenges for the heavy lift market.

When SAL was assigned to transport two fully assembled Liebherr mobile harbour cranes type LHM 800 Pactronic®, measuring 75.35 × 17.00 × 47.90 metres and weighing 540 tons each (without accessoires), from Rostock, Germany to Saqr Port, UAE, our Engineering department came up with a creative solution to adapt the existing lifting gear to the increased size, weight and COG positions of this special cargo. On top, a new design of the cranes' undercarriage had to be taken into consideration when planning the rigging arrangement, which had to be designed to deliver a nearly 100% functional crane to the discharging port.

In the end, the final stowage was designed to also allow the performance of various additional activities like the removal of all counterweights for the sea voyage or the unbolting of the luffing cylinder, and to handle everything as time-efficient as possible. Both cranes were successfully loaded in one single day.

Gregor Levold, Head of Shipping and Logistics at Liebherr, says: *“The entire transaction was carried out in a fair and cooperatively manner as usual. Starting with the commercial booking of the transport over technical support, coordination and preparation of the loading process was very proactively and closely supervised by SAL up to the point of loading. SAL and LIEBHERR have invested a lot of time and care in this, also due to the fact that it was the first fully assembled LHM 800s that were lifted for transport. The loading operation was characterized by great efficiency thanks to the intensive preparatory work and professional handling by SAL. This was reflected in the speed of loading itself, as both devices were loaded and positioned on the ship within eight hours.”* ⚓





Rich J. Matheson

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