

NEWSBREEZE

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Bridge sections from China to Norway

BIG BOAT – SMALL PIER

Shipunloader for
renewable energy plant

Three shiploaders
in one shipment

26 metre lifting beams
in a fork lift configuration



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Jan Meier

FROM THE CEO DESK

Dear reader,

We have greeted a new year since our last issue of Newsbreeze and a very short winter already seems behind us. Sunny days and milder winds are blessing us from early on here in the north. If we draw a parallel to our shipping environment, days have become brighter compared to the dark and stormy days of 2016 and 2017. However, fierce competition and lack of larger industrial projects continues to set the landscape in 2019. But the Beaufort scale points towards calmer winds as we move further ahead. This year also marks a significant milestone, where we as an industry prepare ourselves for the new IMO emissions regulations. SAL is having clear green ambitions, working on fleet, technologies and markets where we can leave a green footprint – just as our corporate colour.

This issue is however all about heavy lifting in its core sense. Ship-loaders, cranes and bridge sections make this Newsbreeze and once more show how SAL is equal to Engineered Marine Transportation.

Enjoy your reading,

Martin Harren

CEO

SAL Heavy Lift delivers bridge sections from China to Norway

BIG BOAT - SMALL PIER

A total of 12 bridge sections for the Beitstadsundbrua bridge were shipped from China to Norway by SAL. The final bridge is part of the largest road construction project in northern Trøndelag, and will measure 580 metres in length and will connect the municipalities of Steinkjer and Malm, crossing the Beitstadfjorden. The bridge will make travelling between northern parts of Trøndelag county considerably safer, as well as reduce travelling time significantly.





In a mountainous country like Norway, which is cut apart by deep fjords, bridge building is a virtue of necessity. Today there are over 18000 bridges, summing up to 446 kilometres and each with an average length of 250 metres, spread across Norway. The latest addition will be the 580 metres long “Beitstadsundbrua”.

Connecting the municipalities of Steinkjer and Malm, whilst crossing the Beitstadsfjorden, the Beitstadsundbrua will not only be longer than the average bridge in Norway, but also ensure increased road safety and accessibility. All whilst helping locals to cut down travel times and benefiting the local economy and environment.

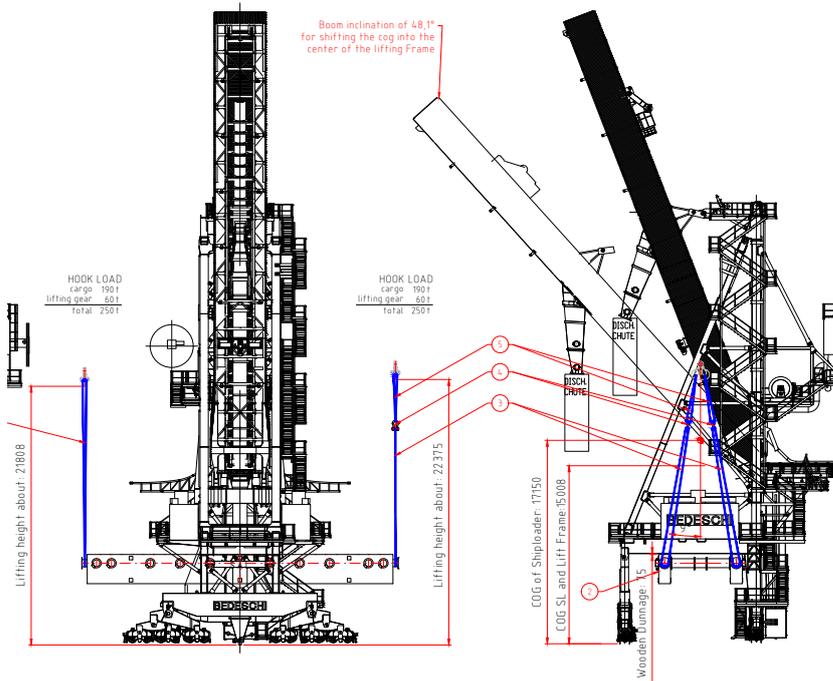
“The new County Road (FV 17 and 720) including Beitstadsundet Bridge, will eliminate the distance challenges the region has. The new road and bridge significant increases the municipality of Verran’s opportunities to further develop existing industries and attract new industry. The municipality is now, due to the new road and bridge, in dialogue with industrial companies exploiting establishment of industry in Verran”, states Jacob Almid, Special Advisor Industry & Commerce at Verran Kommune.

SAL’s heavy lift vessel MV Trina (Type 176) was appointed to support the construction of the new bridge by shipping twelve bridge sections from Nantong, China to Malm, Norway. All twelve sections weigh a total of 2800 tons, with the heaviest unit weighing 426 tons (73.8 × 9 × 5.8 metres) and the longest unit measuring 75 × 5.9 × 5.8 metres (327 tons).

With a total of four single lifts and eight tandem lifts, the SAL experts were able to stow all twelve bridge sections in two layers under deck, and another layer on deck of the vessel.

“It only took us 35 days to directly sail to Malm from Nantong in China,” Tina Yi, Senior Manager Marketing & Sales at SAL China explains, *“despite the unique conditions in the port of Malm, with an only 20 metre wide jetty and 2 metre tidal range, it took just six days until we were able to successfully and smoothly deliver 20 668 cbm of cargo to our client.”* »

A LONG DEBUT



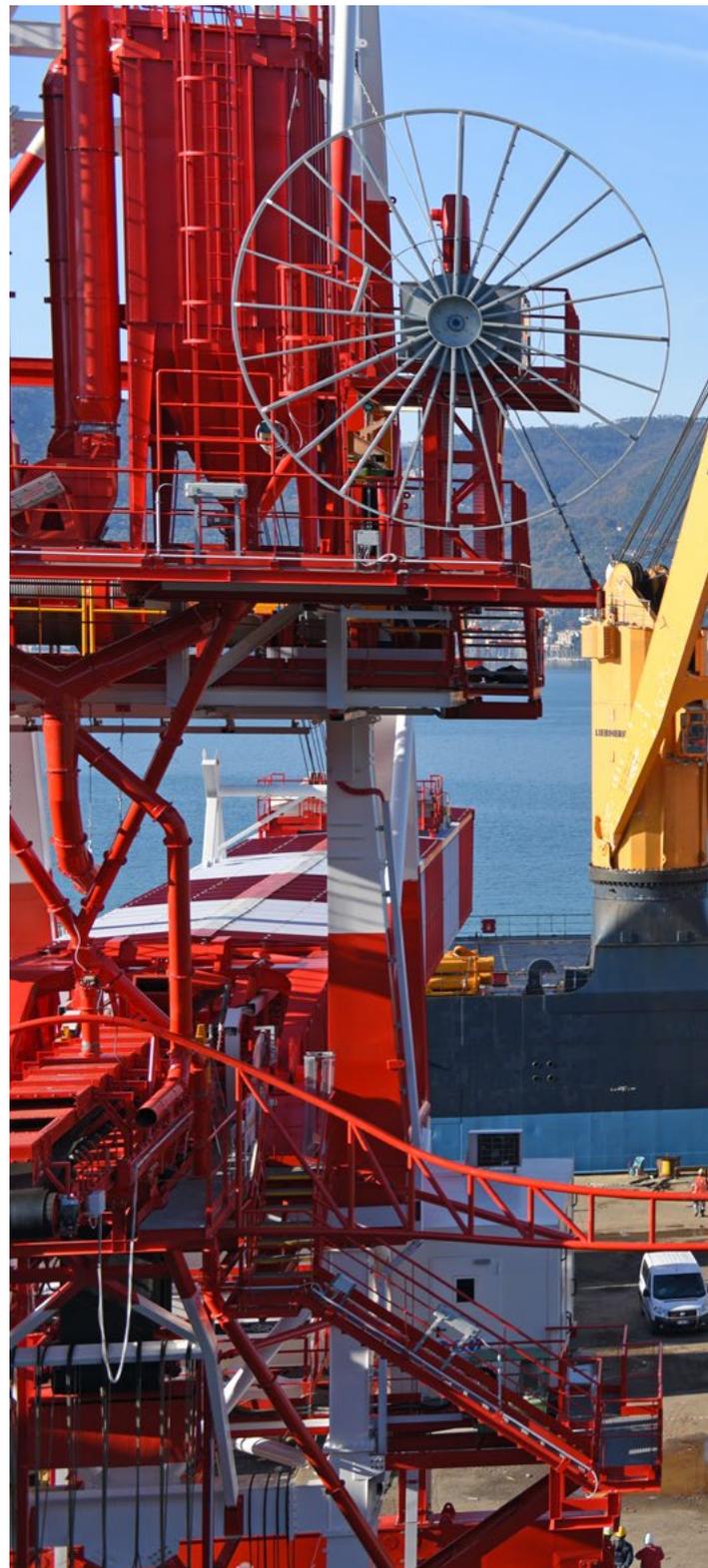
Using a fork lift arrangement with 26 metre traverses to load two shiploaders

Isn't it always exciting to add something to a list of firsts? When our experts at SAL Engineering were trusted with the lift of two shiploaders it quickly became clear that only a unique rigging arrangement with two 26 metre lifting beams would do the job.

"It was the first time that we executed the loading of a 380 ton shiploader, measuring 12 x 25.6 x 53.3 metres, with our 26 metre traverses in a fork lift configuration," explains Arthur Stuckert, Project Engineer at SAL Engineering. *"We already have lots of experience in similar lifts, but we always used different and much shorter lifting beams to carry out such lifts,"* he adds.

Above all it was a very time-sensitive shipment. To save time, the client decided to attach all lashings before the arrival of our Type 116 vessel MV Palabora, which worked out very well.

"For us the two 26 metre lifting beams are a great investment in the future," says Karsten Behrens, General Manager at SAL Engineering, *"with this tools at hand, we will be much more flexible in carrying out lifts of this kind. We can now realize lifts with a modular lifting frame of up to 18 metres width and 26 metres length and are excited for many interesting business opportunities to come."* ⚓



“We are proud to see how the supplied 2000 tons lifting arrangement, in one of its many configurations, facilitates the job, as a result of our successful collaboration.”

Robert Vaessen, Commercial Director, Eager.one BV

TWO SHIPLoadERS

Client	UTC MEDITERRANEAN SRLU
Vessel	MV Palabora, Type 116
Weight	380 t
Dimensions	12 × 25.6 × 53.3 m each
POL	La Spezia, Italy
POD	Barcelona, Spain
Specials	<ul style="list-style-type: none"> • First time loading shiploader with a 26 m lifting beam as a fork lift • Lashing were attached to cargo before loading to save time
Scope of work	<ul style="list-style-type: none"> • Fork lift of two shiploaders • two 26 metre lifting beams
Engineering scope	<ul style="list-style-type: none"> • Lifting • Securing • Weight spreading
Methods / Software	<ul style="list-style-type: none"> • AutoCAD • Autodesk Inventor • RFEM





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