

Sarens Installs World's Largest Fixed Shiploader at Convent Marine Terminal.

The SunCoke Energy Partners' Convent Marina Terminal (CMT) in Convent, La., is one of the largest export terminals in the U.S Golf Coast, providing strategic access to seabindustrial materials. Since acquiring the facility in 2015, SunCoke has invested \$20 million to modernize and expand operations with the addition of the largest shiploader ever constructed.

SunCoke enlisted the experts at Sarens to plan and perform the challenging lob of erecting the massive shiploader at CMT. Located on a jetty that is inaccessible to heavy machinery by land, the Sarens engineering tea

developed all fill plan that included the use of a 3004 x 1004 th target to float the largest poor to examine a plant and heaviest crawn ever used on a barry for this type of both the programs of the start of the largest poor to examine a plant of the largest poor to examine a plant of the start of the largest poor to examine a plant of the largest poor to examine a plant of the largest poor to examine a plant of the event poor to examine a plant of the largest poor to examine a plant of the largest poor to examine a plant of the examine a plant of the largest poor to examine a plant of the large

The shiploader arrived at the CMT site by barge in 10 pieces; the heaviest of the pieces weighed 450T. To perform the challenging lifts, the Sarens team selected a Terex® CC 6800 crawler crane from its fleet along with a superift wagon and ballast system. The crane was outfitted with the Sarens SARspin rigging system to help level the load through the use of four hydraulic cylinders.

Savent' Terex CC 6800 crawler crane was transported from overseas directly to the barge in the port of Chalmette, LA, where a learn was waiting to assemble the crane on the barge - a process that took a total of eight days. Using a SSL configuration with a 72-m long main boom, the crane was outlitted with a 500°T hook block with 2 x 10 lines and two runner lines, a superflix wagon with 400°T of weight.

Additionally, to ensure proper load distribution of the weight of the crane and the material being lifted on the barge, load spreading mats where used. In order to reduce the ground bearing even more, a special setup reducing the crane's counterweight to 1701 and the central balast left off completely to help better distribute the weight on the barge.

After assembling the crane, the barge with all of Sarens' equipment was then transferred to the CMT site. The shiploader structure also arrived via two barges from a port in Tampa, Fla.

Create, the 300-ft x100-ft barge with the crane was positioned next to the shiploader platform and sed off to the jety using mooning winches that would allow creas to reposition the barge during the erection process. The barges with materials were then positioned on the other side of crane's barge. The water currentivelection for missingsips is very high with high fluctuations and fairly unpredicable changes. Furthermore, the side is located in a turn in the next creating part of the barge asky from the legisly deprese morning arrangement, unique involves was usued to stabilize and position the barge during the execution of the barge and position the barge during the execution of the barge and position the barge and position

"To execute a project of this magnitude and complexity was challenging, says Steven Sarens, Director of Houston Operations at Sarens. "Anytime, we're performing a lift from a barge, it's important for everyone to be 100% focused and concentrated. An adequate preparation and consequently following the step by step procedures are key when performing these complex operations. The process involute place, operating a large crane on a barge is a slow and delicate process that requires adequate coordination."

The crew would have to stop frequently to add more water until a full 50" was achieved. Once the material was aligned with the crane's barge, the operator slowly walked the crane over to the shiploader aide. Again, water needed to be pumped to the other side to balance the shifting unjet of the crane and the material. Finally, when the crane was in position, the full 100" swing was completed. The process usually both between 23 hours, operating only the state of water of water than 100" and water of such process usually both between 23 hours, operating only the state of weight of such pass of the being titled.

The crane's ballast wagon helped to keep the crane and material balanced on the barge, as well. The wagon was strategically positioned throughout the lifting process to keep weight evenly distributed on both tracks.

The crane's rigging included a Sarens SARspin system, a four hydraulic cylinder rig that helps to level material as it's being placed in its final resting position. The SARspin saves a lot of time on jobs - especially one like this," explains Sheen. "During the assembly process, a correct positioning of each load, whether I being perfectly level or under a certain angle, is collates the process. This type of rigging equipment lets the crane operator make fine adjustments through a weekers semidecentried buy my fine during the lift."

The flexible setup also helped the Sarens team better adapt to changing weather patterns and water velocities. "From the equipment we used to the way we set everything up, we knew we needed to have the ability to make adjustments during each lift," says Steven Sarens. "Vie developed an excellent plan and did a good job of making onsite adjustments. It worked perfectly."

There was a total of 12 Sarens personnel working on the CMT shiploader project. And when the crane wasn't swinging, the team was hard at work assembling the pieces of the shiploader and constructing a conveyor system

Sarens team has been working on several projects at SunCoke's CMT location over the past several years. They have installed stacker reclaimers and are in the process of replacing the existing conveyor system for anothe shiploader - a project that also calls for the use of a crane on a barge.

Erecting the world's largest shiploader using the largest and heavy crawler crane ever installed on a barge in North America is no easy task. It took the expertise of Sarens' worldwide team to make a monumental job like this one, go smoothly. SOURCE: Sarens (http://www.sarens.com/en/news/installing-world's-largest-fixed-shiploader_ussa.aspx)

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