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Heavyweight News

from Sarens

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Dear reader,

The first half of 2009 has been an amazing period for Sarens! Like most businesses we are confronted with a drastically changed economical environment, yet at the same time our global footprint, entrepreneurial attitude, and the dedication of our employees ensure that we remain busy and even keep investing in new growth!

Examples of this positive spirit are the arrival of a new CC9800 heavy lift crane, the expansion into the US, and many more heavy weight jobs we keep doing all over the world.

Enjoy the reading,

Wim Sarens
CEO Sarens Group

WORLD RECORD!

Biggest SPMT load out ever accomplished!



Client : Statoil Hydro
Location : Stord - Norway
Equipment used : 548 axle lines SPMT - 22 Powerpacks

An amazing fact of this project was the total weight of over 15.000t which equals 83 empty 747 Jumbo Jets.

Getting this job done, positioning and turning the module on the spot with an accuracy of 2mm is quite an achievement that has surpassed every job we have carried out so far.



Demag develops newer and bigger crane for Sarens



Client : Enercon
Location : Estinnes - Belgium
Equipment used : CC 9800



Only a few turbine manufacturers make the newest and biggest 6 MW wind turbines and so far only a small number of them have been installed. The first real wind park of 11 turbines of 6 MW each is being built by Sarens. Sarens wanted to lift the rotor consisting of hub and three blades of a total weight of 350t to a hub height of 135m, and this was not possible with existing crawler cranes. On top of this the crane needed to be a real 'mobile' crane that could be dismantled and erected between turbines in a short period. Only a few cranes in the world have this extreme heavy and high lifting capacity, but they are massive cranes that need very long mobilisation and erection times.

Therefore Demag developed a new crane in close cooperation with the Sarens Product Development department. The result

is a stronger, but still mobile crawler crane, called the CC 9800. Maximum crane lifting capacity is 1.600t, maximum main boom length 156m, maximum luffing jib length is 120m.

On June 14 the crane was inaugurated by Kris Wauters, one of Belgium's best known musicians and television show hosts, but also a successful rally driver and car addict. He is used to drive with high power engines, he races a Dodge Viper with a 530 horsepower engine. That day he drove the Demag CC 9800 that is equipped with the Mercedes V8 - 16 liter turbo engine that has the same 390KW - 530 horsepower. However he was very impressed, since it has two of these engines!



Religious activities



Client : vzw Wenden van de Basiliek
Location : Koekelberg - Belgium
Equipment used : AC100

The Basilisk of Koekelberg is a monument. Because of its ideal location, located on a hilltop, people wanted to give an extra dimension to it. The terrace around the central dome at a height of 55m offers a spectacular view onto the Belgian's capital Brussels and its surroundings. In order to offer tourist a more convenient way to reach this terrace an elevator was installed in one of a total of 4 towers next to the dome. For the lifting of the elevator parts one of our AC 200-1 was being used.



Self developed Strand Jacks lift bridge

Location : Landelies - Belgium
Equipment used : CC2500-1; TC1100; SPMT; twin barges - Karel & Viktor;
self developed Strandjacks lifting system

A 25 year old concrete highway bridge over the river Sambre in Landelies (Charleroi) was in such a bad condition, that urgent replacement of the concrete beams was needed.

Sarens used special designed Strandjack, a CC2500-1 and a TC1100 on our barge Karel & Viktor to remove existing concrete beams.

Water transport and installation of the new steel beams with a length of 70m and 70t each was done by means of the same TC1100 on the same twin barges.

A unique example of combined use of our Sarens equipment!



High Speed railway bridge over Belgian highway

Client : Victor Buyck Steel Construction
Location : Zemst - Belgium
Equipment used : 96 axle lines, 4 power packs, Climbing system 250t

On Saturday, May 16, a new bridge was placed in Zemst. As this is near our offices, it was the perfect opportunity for our staff to witness this project. The bridge has a weight of 1.800t and was placed in position by means of 96 axle lines and 4 power packs. This is part of the Diabolo project to connect Brussels Airport, Antwerp and the center of Brussels by high speed train.



Through the centre of Bourgas



Location : Bourgas - Bulgaria
Equipment used : CC 2800-1; LR1350/1; 24 axle lines



Transportation of the reactors from the port at Bourgas to the refinery required passing through the city centre of Bourgas. Challenging may be, but to Sarens another well prepared and executed work. The CC2800-1 and LR1350-1 were used for lifting and 24 axle lines for the transportation of the heaviest reactor. All activities were performed safely conditions and within schedule.

Lifting of Cold Box



Location : Damietta - Egypt
Equipment used : LR 1800



Less than 100km from the Gaza strip which was not really "the place to be" during January, one of Sarens' teams managed to lift some very important but yet so expensive items, made by Air Products, into a new methanol production unit. The cold boxes of an ASU (Air Separation Unit) were lifted using an upgraded version of LR1800. For the perfect engineering, preparation and execution Sarens received well earned compliments.

Chevron Regenerator Replacement Project



Client : Tengizchevroil a Chevron Partnership
Location : Tengiz - Kazakhstan
Equipment used : CC2600H ; Krupp 350GMT ; 24 SPMT Axle Lines ;
Tailing Frame System

This project consisted of 4 identical operations carried out during 2008 and 2009.

The unloading of a 200t regenerator arriving by rail onto our SPMT's was and still is challenging due to the restricted site access. For the erection a CC2600H finished the job with the assistance of a tailing frame system attached to the Karmags.



Fast reactor



Client : ZTE RADOM
Location : Wloclawek - Poland
Equipment used : 2 x 12 axle lines + 2 powerpacks



On June 1 we transported a reactor of 329t using SPMT's from the port to the chemical plant.
The transport was carried out at a fast pace. Our operator was walking faster backwards than 20 observers around the reactor.

Botany Bay



Client : Baulderstone - Jan de Nul JV
Location : Botany Bay Harbor Sydney - Australia
Equipment used : SPMT's 28 axle lines

Installing breakwater concrete precast wall blocks of 700t over a period of 16 months with 28 axle SPMT's and 2 power packs.
SPMT's are capable of making "crab" movements.



The Power of Blue Helping Australia



Client : STP&I
Location : Laem Chabang - Thailand
Equipment used : 70t; 150t; 250t and 400t crawler cranes

The contract with STP&I was to provide cranes, crane manager, rigging personnel, a maintenance facility, management, and lifting equipment for a period of 23 months. Labour peaked at 70 people.

The crane numbers supplied by Sarens Asia peaked at 25 x 70t, 3 x 150t, 2 x 250t, and 3 x 400t crawler cranes.

The STP&I project was to assemble and load out 342 pipe racks and modules heaviest of which was some 4,000t. Sarens Asia contributed about 210,000 accident free man hours. Our contract included all drawings and method statements for lifts of 50t and over. The number of drawings produced by Autocad Engineers (employed by Sarens Asia) has passed 720 and is expected to be more than 3000 before completion.

The owner of this project is Australian Woodside Petroleum Company who operates the North West Shelf gas field. The modules form part of a new LNG Gas train. The management contractor is Foster Wheeler Worley Parsons.



Tunnel boring

Client : LBB JV
(Leighton Contractors and Baulderstone Hornibrook Bifinger Berger Joint Venture)
Location : Brisbane - Australia
Equipment used : 4 x climbing system 250t

Jack down of 300t tunnel boring machine bridge!



Reunited

 Location : Korchagn Field - Caspian Sea
Russia

Equipment used : twin barges Wim & Tom

Our twin barges Wim & Tom have been on hire and used in a first stage transport of modules from Kaliningrad to Astrachan as single pontoons. After unloading in Astrachan the barges were coupled and equipped with spudpiles so that the barges could serve as both working platform to assist in the piling and transport barge for the piles and modules (> 1600t) from the port to the location in the Caspian sea.



Disassembly in Boston and assembly in Mangalia

 Location : Boston, USA - Mangalia, Romania
Equipment used : 72 axle lines + 2 power packs; Sartower; climbing system 600t



In August 2008 we started disassembling a Goliath shipyard Crane in Boston, USA. Following this demob job all parts were transported to the quay using our SPMT's, where they were loaded onto a ship bound for Mangalia, Romania. During March 2009 the cargo arrived in Mangalia, since then we have been assembling the container crane. Sartowers were used both for disassembling and assembling of the crane which has a total weight of around 1.200t.



Strategic alliance between Rigging International and the Sarens Group



3003 BA - Oklahoma Proton therapy Centre

A strategic alliance has been formed between Rigging International (RI) of Alameda, California and the Sarens Group of Belgium. Effective May 31, 2009 Sarens acquired 100% of the shares of RI, which will continue to operate under its present name and current management.

The alliance allows the Sarens Group entry into the US market and greater reach internationally. Rigging International's position is similarly strengthened domestically and worldwide.

Rigging International was founded in 1969 and is celebrating its fortieth anniversary this year. RI maintains its world headquarters in Alameda, California and is a major player in the heavy lift rigging and heavy haul transport industry. They have offices in Southern California, New Jersey, Ohio, Montana and Tokyo.

Despite the worldwide economical recession the Sarens Group made this move to establish itself as a premier league player on the North American market of heavy lift.

The Sarens Group is convinced that this move will sustain future growth of the group.

Bechtel - Comanche Peak Steam Generator replacement



Turnkey boiler project



Client : NEM Ledden BV
Location : Pernis - Rotterdam - The Netherlands
Equipment used : Sennebogen 5500 ; Sennebogen 3300 ; KH 300 ;
AC 700 ; AC 500 ; LTM 1400 ; AC 650 ; LTM 1300 ;
Spering AT7 ; LTM 1250 ; SPMT's 2 x 12 axle lines



Sarens Steel Erectors (business unit of Sarens Nederland Group) started seven months ago with the erection of the boiler of a new energy power plant in Rotterdam Pernis. For this project Sarens is responsible for all lifting activities, steel erection and welding assembly, internal insulation, touch-up painting and transport of the main materials to site.

After erecting the main steel portals and the wall casing panels of the building, 114 heat exchangers have been installed in the HRSG boiler (heat-recovery-steam-generator). These elements, 23m long x 3,5m wide, 20t each, were discharged at the wharf of Sarens Nederland and transported one by one, to the plant, using low loaders.

Installation passerelle Bezons



Client : VBSC
Location : Bezons - Frankrijk
Equipment used : Pontons Jozef & Roza ; TC1100 ; winches ; ballasting pumps



End 2008 and beginning 2009, a new bridge needed to be installed in Bezons. The bridge was transported in 6 parts, from Wondelgem (Belgium) to Bezons, by means of our pontoons Jozef & Roza. The A TC1100 was used to install the bridge. Our pontoons Jozef & Roza did not only transport the bridge parts to Bezons, but also the TC1100.

Construction of sugar silo

Location : Roye - France
Equipment used : LTM 1400-7.1 ; AC 650

Saint-Louis-Sucre is investing 100 million Euros on its site in Roye in the Somme region. This investment entails the construction of a 40.000t sugar silo together with a cooling facility which will be operational in 2011.

Construction of a bridge



Location : Saint-Auban - France
Equipment used : 28 axle lines + 2 power pack

The Sipiro factory is located close to an existing railway from Lyon to Marseille. Connecting the factory and thus creating the possibility to transfer cargo from and to the factory by train demanded the construction of a bridge. Sarens was contacted to assist in the positioning of the tunnel elements by means of SPMT's.



Colophon

Headoffice

Sarens NV
Autonweg 10 • B-1861 Wolvertem
T : +32 52 319 319 • F : +32 52 319 329
info@sarens.com
www.sarens.com

Co-ordination

Veerle De Cuyper & Isabelle Geeraerts

Editors

Albert Coops, Alan Jackson, Amaul Mathas, Carl Sarens, Christine van Terschueren, Dirk Verwilt, Geert Skiphout, Gert Hermans, Hoge Kwak, Hans Sarens, Jan Michels, Liebeth De Ridder, Marus Jodot, Peter Uhart, Pieter Aquilino, Richard Moortgat, Rutger Kouwenhoven, Shayun Ali, Steven Sarens

Graphic design

Drukkerij Verspecht +32 52 30 95 51