Heavyweight News 15 from Sarens

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Dear reader,

As the key to Sarens' success has always been its sense for entrepreneurship, its technical knowhow, a world class team of people and a diverse state of the art fleet of equipment, we continue to push these buttons for further expansion!
Testimony to that are the continued investments in new equipment with the arrival of another 1.600t CC8800-1, the creation of our own 120,000tm heavy lift giant and more additions in our country business units, like the addition of a 700t telescopic crane in Poland.
We continue to expand our organisation by reinforcing our global sales team with the arrival of new people to be lead by Dirk Verwimp. Expect to hear much more from this team in the near future!
Next months we welcome many new young engineers in our "technical solutions" and "global operations" group, lead by Carl & Jimmy, to reinforce our future pool of technical knowhow.
We reinforced our HSQE department with the arrival of Werner De Vos and will push our safety and quality standards much stricter throughout the entire organisation!

Enjoy reading the sample of amazing jobs the Sarens organisation has performed over the last 6 months.

Wim Sarens
CEO Sarens Group

Made in China!

Equipment used : 72 axle lines SPMT's; 4 power packs

Sarens Australia was granted a contract to load 21 modules onto five roll on/roll off ships. The modules are part of a desalination plant, currently under construction in Australia. The biggest module (63 x 18 x 18m, 1.500t) had a pipe protruding from underneath it's frame, making it impossible to use one long SPMT combination. The SPMT's had to be split length wise in 30 and 6 axles. However, to make matters more interesting, once the module was in position on board the ship, there would not be sufficient space to drive out the 6 line SPMT's with its power pack attached to the front. Sarens solved this by placing the power packs on top of the SPMT's, thus limiting their length. For the client, this solution avoided cutting the pipe and re-installing it in Australia, which would have been a costly operation.

The total transported weight was 15.000t.

Nomination 2010 bridge construction

Deutscher Brückenbaupreis 2010

Location : Germany
Equipment used : twin barges Jozef & Rosa; Strand Jacks; SPMT's

Every 2-3 years a prize is granted for special bridge constructions in Germany.

In 2010 a bridge executed by Sarens was nominated in the category roads and railroad bridges.

Highlights from Belgium

Equipment used : LTM1500-8.1; 2X AC 700; 2 x 6 axle lines SPMT's

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As a part of the public transport system expansion around Brussels, it was necessary to enlarge an existing viaduct. The 15 piles supporting the viaduct needed replacement or strengthening.

Sarens transported, lifted and mounted all heavy steel parts from 236 up to 254t.

Equipment used : average 14 telescopic cranes from 30t to 70t on site

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Sarens was nominated as the contractor of the week during a 2010 shutdown.
The scope included coordination, organization and execution.

Sarens had 40 people continuously on site.

Equipment used : 2 X LTM 1250/1; AC 700

A bridge was built over a motorway for animals (deer, hare and polecat) to cross safely.

Concrete beams (2x 39) were lifted and placed during a weekend. The motorway was closed for one weekend in each direction. It took 20 minutes per beam including repositioning the cranes 5 times.

The beams were each 35m x 1,5m x 1m (L x W x H) and weight 85t.

France in the picture

Equipment used : Sartower; CS250T; Strand Jacks; twin barges Tom & Wim

The "Eric Tabarlay" bridge was built in 3 sections and transported in 3 consecutive sea voyages from Belgium to France.

Sections 1 and 2 were installed by means of rotating them on the barge deck and afterwards they were jacked up to the required height.
Section 3 (the middle section) was moved into position using the barges and pulled up by Strand Jacks.

The pylon was transported together with bridge section 1 and installed using our Sartower.

Due to tidal conditions and geometrical constraints, very detailed engineering was essential.

Equipment used : 300t spreader; Strand Jacks: 2 x 180t and 2x 45t; 24 axles lines SPMT's

Sarens was contracted to place two Moisture Separator Reheating (MSR) units (235t) and 6 heat exchangers (42t) for the turbine generator at a nuclear power plant in France.
For the MSR-lift we used a special spreader combination with 2 Strand Jacks (180t) to bring the MSR from horizontal to vertical position in a very tight environment.

Sarens executed all the mobile crane work at this power plant.
Daily between 15 – 30 cranes (30t – 160t) were used for the different construction jobs.

Bridges on the move in Canada

Equipment Used: 48 axle lines Self Propelled Modular Transporters (SPMT's); System 610/324 Bracing System; Slide Track system

Sarens Heavy Lift Canada completed its first project as local residents watched a multi-span rapid bridge move. Utilizing SPMT's with the Sarens Support System the construction team removed the existing two-span bridge, relocating the old spans to a staging area for demolition and then moving the two new spans into position for final placement.

For the two bridge approaches Sarens' Slide Track System was used to shift the new spans into place following the demolition of the existing spans.

In total, over 1550t were moved in less than 7 hours, reducing total road closure of a major highway to less than 12 hours.

Accelerated bridge construction methods utilizing rapid bridge replacement techniques which have been used for many years in Europe is gaining popularity in North America as highway administrators look to reduce traffic congestion during construction.

More than heavy lifts alone....

Sarens part of the show

Location : The Netherlands
Equipment used : PC6800; 2x6 axle lines SPMT's

A splendid new roof supported by 7 roof beams, is part of a facelift and capacity increase of a famous Dutch event complex. This landmark hosts several shows, sport events and exhibitions each year. Assembled on site and transported to the lifting position, the beams weigh up to 82t and are 75m in length.

The capacity of Sarens' PC6800 made it possible to preinstall HVAC, electric cables and walkways, etc. This resulted not only in time and cost savings but also in a safer way of construction.

Location : The Netherlands
Equipment used : PC9600; LR1750; LR 1600-2

For the construction of a new power plant, the PC9600 (owned by Sarens UK) was used to lift the main steel structure of the boiler house.

For the intermediate handling and tailing of the K-frames a LR1750 and a LR1600/2 were used on both sides of the PC9600.

After demobilization of the PC9600, (the current stage of the construction for the project), the intermediate steel work for the façade and LUVO components will be constructed with the LR1750.

The bunkers are lifted with a LR1600/2.

Location: The Netherlands
Equipment used: More than 25 hydraulic cranes up to AC700; 12 Crawler cranes up to 160t; more than 50 skyworkers

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Sarens was awarded two contracts on this project.

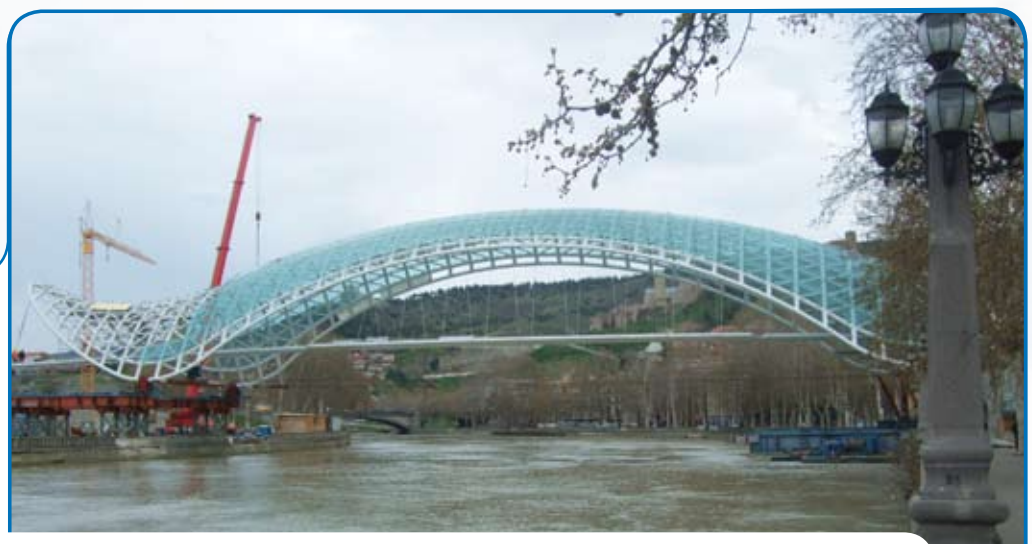
The first contract was the erection of 6.000t steel construction (buildings, platforms, pipe racks).

The second contract involved loading, internal transport and installation of 7.200t equipment (pumps, heat exchangers, flare, columns, air coolers).

This project started in August 2009 and ended in September 2010 with over 100.000 man hours.

Location : The Netherlands
Equipment: used : twin barges Karel & Victor and Jozef & Rosa; winches; anchors; ballast pumps; RoRo Ramps; 2 tugboats; 112 axle lines SPMT's; 6 x 450t Strand Jacks; gantries; telescopic cranes

As a sequel to the article in the February 2010 issue of our HWN, Sarens is proud to report its continuing involvement of this prestigious project.
In 2007 Pro Rail started the construction of a new railway line in the Netherlands. This new railway is called "Hanzelijn" and the end of the construction is foreseen for 2012.
As part of this project, a new railway bridge was built over the river Ijssel in the beginning of May. Sarens unloaded all bridge parts in a nearby harbour, transported and assembled the pieces on site before lifting.
The middle bridge part (length 135m – weight 2.500t) was the final piece.
Sarens also assembled this piece on a temporary quay and positioned it on the twin barges using SPMT's. The twin barges sailed the piece into position and Strand Jacks lifted the middle bridge part 20m high.
The Strand Jacks still held the middle part into the final position for a period of 1 month so the welding could be finished.
In total 9.000t of bridge parts were lifted at both sides of the river, including the middle bridge part.



Bridge of peace ...

Location : Georgia
Equipment used : 16 x Sarfloat; skidtrack 310; skidshoes; gripper jacks; Strand Jacks

At the same time as the positioning of a bridge in France (also by Sarens) some thousand kilometres away, the "Bridge of the Peace" was positioned over the river Mtkvari in the presence of the Georgian president.

This pedestrian bridge consists of a frame in the shape of a saddle covered with glass to which a gangway is attached.

The whole bridge is equipped with thousands of LED-lights programmed to give a spectacular lightshow every evening.

Indian dreams

Equipment used : CC 8800

In India a grass root oil refinery of 9 MMTPA is being built. Sarens was contracted for heavy lifting.
The project is expected to be completed in 2011.
The refinery will produce petroleum products complying with Euro IV emission norms.

A Night in Tunisia

Equipment used : TC 2800

Like the jazz icons who wrote above classic, Sarens is bopping away in this intriguing country! Not on alto-sax and trumpet, but with a TC2800, installing parts of a phosphoric acid plant. The crane was configured with a 54m boom and 300t superlift, to lift loads up to 181t at a radius of 35m. A special challenge was the limited space available on the job site. After constructive discussions with the customer, creative solutions were found to set-up the crane and leave sufficient space for the trailers delivering the heavy lift items.
The "Night in Tunisia" never actually happened; due to the efficiency of our team, the expected late shifts were avoided.
All heavy lifts were all completed ahead of schedule.
Congratulations to the project team…. another feather in the Sarens cap!

High winds in Poland

Equipment used :
LR1400; 2 x SCX2800-2;
AC200; LTM1160/2; AC120;
LTM1100; ATF70-4; AC50;
10 x axle lines SPMT's

Sarens Polska executed the assembly of a roof for a very beautiful new stadium that is being constructed for the European Championships in 2012.
Lifting was not easy because of the exceptional construction of the roof.
Sarens had to rotate the roof sections several times for preassembly and painting.
Sarens Polska used special rollers on shackles together with spreader beams to perform this project.
The weight of a vertical and horizontal construction is almost 40t.
The operation was performed safely and carefully to the clients' satisfaction.

Black Rabbit & Peppering

Location : UK
Equipment used : AK 680-3; TC 3200H

Sarens UK Ltd. recently replaced 2 Network Rail bridges on the same line, within a mile of each other. The AK 680-3 fitted with 101m/250t Superlift and the TC 3200H fitted with 78m/250t Superlift were both stood in adjacent farms. The farms were a long way from the main road and the narrow road to the farms had to be widened to get the 2 cranes to the farms and a suitable track laid to get the cranes through the farms.
The removal and replacement of the 3 span, 6 deck bridges was completed, on time, in 5 x 12hr shifts. Sarens had a total workforce of 36 to complete the operation, which had a year to plan.

Colophon

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