Welcome...

...to the November edition of the ALE newsletter, bringing you our latest news of operations around the world.

"It brings me great pleasure to share news from our success delivering on our Smarter, Safer, Stronger initiatives – delivering market leading innovations in safe lifting and transportation to all geographies. Since we last spoke, we have demonstrated our SMARTER credentials through execution of an exciting array of innovative engineering from the Swan River in Western Australia to the San Martin railway in Argentina.

Our clients operate in many sectors, frequently navigating complex challenges and disrupters, from positioning road, rail and bridge structures, to transporting, installing and commissioning wind turbines. We invest in people and equipment to deliver genuine game-changing solutions that translate to multiple applications, from the erection of public and private buildings and works of art, to oil installations on and offshore and other cost saving modular-built projects across all possible infrastructure.

We continue to build our SAFER capabilities through retention of the best available people and the facilitation of collaborative engineering. A great working environment naturally attracts the best; we have multiple case studies of high achievers moving across functions and operations, gaining greater exposure to client needs and applying ALE know-how to introduce better outcomes for the infrastructure decision makers.

These are exciting and dynamic times in many geographies, and our STRONGER pledge is our commitment to take these innovation capabilities to all locations.

Whether you are a client, supplier, employee or heavylift enthusiast like us, enjoy reading our newsletter and please do connect on whichever social platform best suits you to stay close to the ALE journey.”

Malachy McDonnell
Group Finance Director

ALE’S LATEST JACKING INNOVATION IN THE MIDDLE EAST

BRANCH FOCUS: MEET ALE’S EXPanding USA TEAM

WORLD FIRST: ALE USES MEGA JACK FOR LIFTING AUSTRALIAN BRIDGE
ALE’S LATEST JACKING INNOVATION DEMONSTRATES STRENGTH AND STABILITY IN THE MIDDLE EAST

ALE’s latest jacking innovation, the Mega Jack 300, has demonstrated its time efficiency, increased stability and ability to work within a restricted project site to jack-up pipe rack modules over 5m high in Kuwait.

IN THE MIDDLE EAST

This is part of the wider Al Zour Refinery Project EPC 2 and 3, where ALE is providing the full onshore heavy-lifting solution for one of the largest refineries in the Middle East. ALE is currently receiving pre-assembled pipe rack modules from barges at the project’s construction dock, where they are transported on SPMTs over 4km to a staging area. Once at staging, the modules are required to be raised to various heights to suit the finished foundations on site, where ALE has provided the Mega Jack 300 system.

The project comprises modules of varying weights, sizes and foundation heights, requiring flexibility and speed in terms of the transport and jacking equipment. A total of 188 modules will be delivered to site, measuring as large as 40m in length and weighing up to 2,100t.

ADVANTAGES OF THE MEGA JACK 300

The components of the Mega Jack 300 system are both compact and easy to handle on site, meaning that re-configurations are made in as little time as possible. In addition, the jacking time has been vastly reduced during the development phase, resulting in jacking-up operations taking one or two hours.

Suzette Ortega, Project Engineer, said: “From managing the system’s development within our R&D facility to seeing it perform and exceed expectations in Kuwait, it has been a real pleasure and achievement. Due to the project’s various constraints and logistical challenges, jacking in the shortest possible timeframe was essential; the Mega Jack 300 is the best solution for the given task.”

ALE’S LARGEST REFINERY IN THE MIDDLE EAST

Frank Janssen, ALE’s Project Manager, explained: “It is fantastic to have been given the opportunity to work on this unique project and showcase our capabilities within the onshore wind market. Recognising our track record in Spain, the client was confident we could supply the complex solution necessary,” explained Project Engineer David Arias Blanco.

“By providing this customised solution, our client now has the means of developing onshore wind farms in the most cost and time effective manner ever thought possible. This is game-changing technology, specifically for those located on difficult-to-reach islands or mountainous sites. From our findings, we are already developing engineering processes to fulfill the requirements of future large-scale installations, with an aim to develop two towers a week.”

ALE has worked alongside the client to develop the methodology used for this prototype for the future production of these wind towers from 2019.

“ALE has achieved another world first and provided a bespoke engineering solution to heighten the prototype of one of the world’s highest wind towers - the Nabrawind self-erecting tower, with limited use of cranes for significant time and cost savings in Navarra, Spain.”

“ALE was tasked with transporting and heightening the wind tower, weighing 450t, so Nabrawind Technologies could develop future onshore wind farms without the need to perform solely crane operations and the associated costs and time involved in additional equipment, fuel and logistical works. They also wanted a solution that was as time-effective as possible, so operations could continue even at high wind speeds. MAXA 370m high, the tower is the third tallest in the world, so this task was no mean feat. ALE also deployed their experts from the ALE – Wind Services division, utilizing 12 weeks less of SPMT to transport the tower and three strand jack units for the heightening.

“This was a proud moment for all of us to utilise this state of the art equipment in the Middle East for the first time. As it is compact and very effective, with high capacity, this opens a lot of opportunities in the region using this innovative technology.”

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This system is the latest addition to ALE’s Innovation Series and the third in our jacking range, supplementing the Mega Jack and Mega Jack 800 systems. It has 300t capacity per tower, and is much lighter and more compact than the previous model.

“We are always looking at developing new solutions for our upcoming challenges. Our branch in the Middle East were discussing potential projects that required heavy modules to be jack-up in ports. As they couldn’t find a cost-effective solution, our R&D facility researched a pre-existing concept of a system comprising of woodless climbing jacks,” explained Technical Director Ronald Haufler.

“We developed the idea of the Mega Jack 300 which would have the capacity to jack-up heavy modules up to 10m, without bracing. Furthermore, with the lightweight castings and low pick-up heights, it would be compact enough to fit in sites with limited space such as congested ports or public areas. We expect it to be fully utilised on oil and gas, port and civil projects globally.”

Bemu K.T, Installation Manager for ALE’s Middle East branch, said: “It was a proud moment for all of us to utilise this state of the art equipment in the Middle East for the first time. As it is compact and very effective, with high capacity, this opens a lot of opportunities in the region using this innovative technology.”

ALE USES INNOVATIVE MEGA JACK TO INSTALL PERTH BRIDGE

ALE has used its innovative Mega Jack system to lift both halves of the main arch of the Matagurup Bridge in Perth, Australia.

ALE executed the complex lifting and installation works for two 400t steel wishbones that form the large central arch of the bridge, with the completed arch reaching 72m above water level at its highest point.

For these manoeuvres, ALE utilised barges on the Swan River to float the wishbones to the designated piers and used the Mega Jack as temporary 55m towers to lift the wishbones up. The first lift was successfully completed on 27th April using strand jacks with the second lift and the concurrent docking operation successfully completed on 13th May.

Once the two 130m-long wishbones were lifted into place, they were held securely using the strand jacks until they were welded, to create the complete central bridge arch.

Frank Jansen, ALE’s Project Manager, explained: “We are delighted to be involved in this landmark project for the city. This was a technically challenging operation involving the majority of our transport systems and technical knowledge such as SPMTs, strand jacks, barges, hydraulic jacks and the Mega Jack System. We provided a time and cost-effective solution using our specialist equipment and expert operators. The successful arch installation marks a significant milestone towards the completion of the bridge.”

The final phase involved the installation of five bridge decks by floating under the arch and connecting them to the bridge barges.

The new Matagurup Bridge, located on the Swan River, will connect the eastern side of Perth city with the Burswood Peninsula, where a new 60,000 seat stadium was recently opened. Built for pedestrians and cyclists only, it forms an important part of the transport options for major events and provides a permanent link for residents and visitors to enjoy parklands and other entertainment.

A video of the operation can be viewed here.

“A We provided a time and cost-effective solution using our specialist equipment and expert operators.”

ALE’S BESPOKE ONSHORE WIND TOWER HEIGHTENING ENGINEERING BOUNDARIES

ALE has worked alongside the client to develop the methodology used for this prototype for the future production of these wind towers from 2019.
INVESTING IN THE FUTURE OF ABU DHABI

As part of a continued investment strategy, ALE has opened their new facility in Khalifa Industrial Zone Abu Dhabi (KIZAD), UAE. The 50,000m² base will support a range of activities and provide different opportunities for their clients. It gives ALE increased capacity during heavylifting operations, but also the space for the future facilities and expansion. Located strategically in Taweelah, with direct heavy-haul access to the main port of Abu Dhabi the facility adds a variety of benefits to ALE’s operational capability in UAE and across the region.

By expanding their storage facility, ALE will be able to provide quicker mobilisation of equipment, which will additionally reduce costs, and ensure an immediate response to the clients. There are also plans for a new logistics depot which can further enhance project efficiency. "KIZAD is the next up-and-coming part of the city," explained Thomas Wylie, Regional Sales Manager for ALE. "This investment demonstrates our commitment to adding value and support for our clients, and the potential opportunities we see in the area long-term."

Company News

ALE SETS UP IN TAIWAN WITH GIANT JOINT VENTURE

ALE has expanded its heavylifting expertise and services into Taiwan following a joint venture agreement with Giant Heavy Machinery Services Corporation to form ALE – Giant Taiwan.

ALE will be working alongside Giant, who currently specialise in power plant installation services, offshore and onshore wind farm installations, to provide a more complete scope of work in these sectors to the local market. The two companies have the experience of providing turnkey logistic solutions and are well-established within the offshore wind industry, working with different capabilities and capacities.

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HEAVYLIFTING SERVICES ESTABLISHED IN BAHRAIN

ALE has established a permanent branch in Manama, Bahrain. Having provided heavylifting services in Bahrain for the last 30 years, ALE has a longstanding history working across a range of sectors in the country.

The global heavylifting contractors decided to set up a permanent base to handle all of the heavylifting needs for the country. Thomas Wylie, Regional Sales Manager, said: “ALE has a longstanding and established reputation in Bahrain. We made the strategic decision to invest in a permanent local branch in the country as we could see the growth potential of upcoming project work. “We feel that by leveraging our international HSQE standards and expertise, against our familiarity when operating within Bahrain’s infrastructural constraints and regulatory framework, we are uniquely positioned to service our clients’ needs across a range of sectors, all whilst pushing the boundaries of what is possible in the country.” This will be ALE’s seventh branch in the Middle East, reaffirming ALE’s continued commitment to the region.

ALTERNATIVE LIFTING EXPERTISE PRESENTED AT SHELL SEMINAR

Lifting experts from the ALE Group delivered a presentation on alternative lifting techniques at Shell’s Lifting and Hoisting seminar in September. Kees Claassen and Bram van Oirschot presented for a group of 26 international subject matter experts of Shell who traveled to The Hague, the Netherlands, to attend this three-day event.

During the presentation, Bram and Kees spoke about the larger items ALE was handling and the smaller items that Conbit was handling so the audience could clearly recognise the specialist lifting expertise of both companies. Conbit and ALE were invited because of their innovative approach to lifting challenges and Shell’s increasing interest in modular lifting systems. As Shell’s lifting engineers face the challenge to get lifting capacity where regular cranes cannot reach, they requested that ALE and Conbit provide a solution that could fill in a gap in the supply chain. Reference was also given to the safety awareness, quality and efficiency during the Malampaya and Malikai projects performed by both companies.

“By combining Giant’s local expertise and market knowledge with ALE’s technologically-advanced fleet and international HSQE standards, we can deliver safe and timely engineering solutions for clients in Taiwan,” explained Chris Schraa, Regional Sales Manager for ALE.

“The two companies have the experience of providing turnkey logistic solutions and are well-established within the offshore wind industry.”
USA AGREEMENT OFFERS INNOVATIVE LIFTING SERVICE

As part of a strategic move to enter the USA civils market, ALE has signed a Memorandum of Understanding (MOU) with American crane service business Specialized Hoisting Solutions (SHS) to optimise ALE’s Lightweight Service Crane’s capabilities. SHS is a division of Rebel Trucking & Rigging, based in New Jersey and Georgia, with 30 years of rigging and business owner experience in the North American crane industry. They provide specialist hoisting solutions, high-rise rigging of building maintenance units (BMU), window washing units, as well as life science rigging, including sterilizers and rack and cage washers.

COLLABORATIVE WITH ALE GROUP RESOURCES

Combined with ALE’s global network and the unique Lightweight Service Crane, this agreement means the two companies can utilise their crane fleets and project management services to work together and provide more strategic solutions for clients. The Lightweight Service Crane, launched in 2016 as a versatile, modular crane, has the innovative capability to be assembled by hand from component parts small enough to fit into a service elevator and then be used for lifting operations where space is limited and access is difficult, such as roofs of high-rise city centre buildings. This is a more flexible solution to heavier cranes currently operating in some of America’s major cities.

Dan Kempin, Business Development Manager for ALE – Offshore Services, explained the benefits for local clients:

“Following our acquisition of SHS, we can focus on the US market by optimising our local expertise with our unique Lightweight Service Crane and introduce our business model to the United States’ high-risk market. This agreement sets us apart and shows our dedication to find suitable safe and cost-effective solutions for our clients in the American civils sector.”

CLIENT BENEFITS

Jeff Mottola, Managing Partner for Rebel Trucking & Rigging, explained the benefits for local clients: “We are already familiar with the local processes and permitting in New York City. Where we will provide the contracts to help facilitate work using the Lightweight Service Crane, ALE’s engineers can provide the necessary rigging and hoisting solutions for our clients. We are already discussing these opportunities with clients, such as the replacement of BMUs and electromechanical equipment, as well as pedestrian curtailments.”

ALE CELEBRATES SOCIAL MEDIA SUCCESS

ALE has a presence on several social media platforms including Facebook, Twitter, LinkedIn and YouTube, launching its newest account over the last year. The company has now almost quadrupled the number of followers as they rose by 300%.

Meanwhile on the photo sharing platform Instagram, ALE snapped up almost quadruple the number of followers as they rose by 390%.

SMARter solutions

Dan then discussed a proven technical solution to overcome the lack of UK quayside accessibility, combined with one that also answered the ultra-heavy lift vessels’ contractor’s needs. An optimised ‘smarter’ transition barge, a cost-effective solution of re-usable modular offloading, rapid fix sea fastenings with the ability to efficiently offshore the structures from the barge at all states of the tide, such as with ALE’s Hydro Deck.

Both ALE and the Port of Cromarty Firth wanted to propose an alternative or complementary cost-effective solution to the proposed ultra deep-water port with those working within the industry and gauge their feedback.

The presentation was well received and the audience’s ‘live polling’ results indicated a consensus in the wish to maximise ‘big decom’ opportunities. Likewise, much of the audience agreed that the UK supply chain needed to look for innovative solutions. The strategy of increasing quayside accessibility through the Hydro Deck barge, complemented with ALE’s inventive reusable modular offloading and rapid fix sea fastenings, reinforced this, helping to support UK ports in achieving the objective of increasing their share of ‘Big Decom.”

ALE ENHANCES CAPABILITIES WITH NEW EQUIPMENT IN ETHIOPIA

ALE has increased the equipment fleet in its Ethiopia branch to support the expansion of the company’s capabilities in the region. The branch, based in Djibouti, recently took delivery of a variety of new equipment, consisting of 24 axle lines of conventional trailers, eight axle lines of extendable trailers, three prime movers, as well as various jacking and skidding equipment. The branch plans to utilise the equipment for their business development, which is focused on a range of sectors including power generation, oil and gas, mining, renewables and civils.

Chase Minnaar, General Manager – Ethiopia, said, “The country currently has the fastest growing economy in Africa. We are witnessing great investment and expansion taking place across numerous sectors, providing some fantastic opportunities for ALE. Our new equipment will support ALE’s range of heavy lifting and transport work throughout Ethiopia and the wider East Africa region.”
ALE has designed a range of bespoke components for a new ‘core jacking system’ dedicated to the jacking of an out-of-service nuclear reactor in England, UK.

ALE’s Hixon branch was tasked to design, manufacture, test, install and operate the core jacking system to be used during the removal phase of the decommissioning project. The components include an extended load-in system for the Mega Jack 600 (800t) capacity, turntable, interface system, recovery frame, containment tray, gutter tray and efficient management system.

The basic design has been approved by the client and is now in the manufacturing stage. The project will be executed in several stages and is expected to be completed end-September 2019.

“This is the first time we have attempted this kind of solution and we have reached our first milestone. Our client and site owners are very happy with our performance so far and I would like to thank the teams involved in this collaborative effort for this unique project,” explained Frank Koog, Project Manager.

NEW CLAMPS ENHANCE WIND TOWER TRANSPORTATIONS

ALE has expanded their route options for heavy transportation in the wind sector after investing in four units of bespoke tower clamps that are providing more efficient transportation of wind towers in Thailand.

OVERCOMING LOCAL REGULATIONS

The RA4 tower clamps can transport towers weighing up to 150t and were specially manufactured for ALE. As onshore towers are increasing being fabricated longer and heavier, one of the challenges in planning the transportation of large wind components is the need to comply with local weight restrictions and other regulations.

SAFER TOWER HANDLING

To enable ALE to continue transporting towers as safely and efficiently as possible, they wanted a high capacity system without compromising on the size. Longer than the original design, the new clamps enables more access to be placed underneath and transport the towers at a lower ground level, distributing the load more efficiently. The new clamps result in less ground bearing pressure, providing ALE with greater flexibility when designing transportation routes. This has expanded the number of trailer options and opened up shorter journeys that are more cost efficient.

ALE has already deployed the new tower clamps on a wind farm project in Thailand, with plans to use them on other wind farm operations across the region alongside the rest of ALE – Wind Services’ fleet.

ALE ENHANCES OFFSHORE SERVICE PORTFOLIO WITH BOLLARD TESTING

The ALE – Offshore Services division has enhanced its service portfolio to offer bollard testing at quayades and shipyards.

COMPLIMENTARY SERVICES

Vessels are ever increasing in size and applying more loadings to quayades, hence there is a growing client concern for the integrity of their full mooring assembly. Bollard body, anchors on bollard supporting structures.

To address this integrity concern, ALE - Offshore Services has utilised its in-house expertise to develop a solution which could be offered alongside its other offshore services.

BESPOKE SOLUTION

ALE’s engineering team designed a bespoke frame, integrating a weigher, which in combination are applied to test the mooring assembly capacity. Unlike other solutions in the market, that require two bollards that are pulled against each other, this solution tests bollards individually. Furthermore, it is a safer alternative as the direction of pull is towards a safe ‘splash zone’ instead of on land.

ALE has already carried out and proven the system in Brunei, with the Brunei Shell Petroleum Marine Construction Yard (BSP) and now looks to carry out this service globally.

CASPIAN CRANE FLEET STRENGTHENED WITH HIGH-CAPACITY CRAWLER

ALE has updated its crane fleet in the Caspian with the arrival of a new 750t capacity crawler crane. The LR1750 crane arrived at ALE’s Kazakhstan branch and will be supporting work in numerous sectors across the region including oil and gas, ports, shipyards, and renewables.

ENHANCED CAPABILITIES

Upgrading the crane fleet, the new crawler crane has greater capabilities. It has a superlift attachment and a heavy boom, so it can increase its capacity while operating on a larger radius and still maintain its stability.

The versatile crane will support ALE taking on larger long-term projects in the region. It has already begun work on a project at the Port of Bautino, Kazakhstan, alongside two other cranes, which is due to last seven months. So far, ALE has lifted numerous heavy and Out of Gauge (OOG) items, weighing up to 270t, onto trailers from 10 vessels.

UTILISATION ON WIND PROJECTS

The new crane will also be supporting ALE – Wind Services’ projects throughout the region and is scheduled to install 15 wind turbine generators as part of a project in the north of Kazakhstan.

BESPOKE CORE JACKING SYSTEM MANUFACTURED FOR NUCLEAR DECOMMISSIONING PROJECT

ALÉ has already lifted numerous heavy and Out of Gauge (OOG) items, weighing up to 270t, onto trailers from 10 vessels.

ALE DIRECTS MORE ROUTE SURVEY TOOLS

Following a rise in demand for route survey services both internally and externally, for clients, ALE has increased its number of Route Survey Tools and manufactured a further seven units.

An integral aspect of heavy transportation projects, route surveys have been made easier, quicker and safer by the Route Survey Tool, which has in turn fuelled interest across the ALE Group. It can be attached to any car, enabling ALE to move the units around the globe.

The equipment has now been rolled out across ALE branches in the Middle East, Australia, Indonesia and South Africa. In Europe, Spain, the Netherlands and the UK all have access to the tool’s innovative capabilities.

The revolutionary surveying tool was launched in November 2017 and automatically logs accurate route data, like height and width limitations, road inclines and curves along digital maps. It measures critical sections of a route as well as generating photos and video footage for more in-depth analysis and processing of the route survey report. The consistent and precise system means drivers don’t need to manually enter information into the vehicle, making it a much more accurate and safer alternative for the heavylifting industry.

ALE has also enhanced the original system by providing it with engineering upgrades. These have included a protective casing for the camera as well as technological enhancements to make the tool more efficient for processing the route survey report.

Now an award-winning piece of equipment, the Route Survey Tool was recognised as the best Safety Innovation of the Year at the ESTAs and Innovation of the Year at the Heavies awards.

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Project News

ALE AND CONBIT COLLABORATION: UNIQUE GRILLAGE DESIGN AND INNOVATIVE BARGE FOR HORNSEA ONE LOAD-OUT

As part of a collaborative scope for one of the biggest offshore wind farms in the world, ALE and their Conbit operation have reached the halfway milestone for the marine transportation, sea-fastening, load-out and ballasting of over 100 transition pieces (TPs) for Ørsted’s Hornsea Project One.

Utilising its innovative equipment and structural engineering expertise, ALE has been able to find a safer and more cost-effective heavy transport solution.

FULL MARINE SCOPE

ALE has been contracted to provide the specialist offshore engineering as well as the marine transportation, sea-fastening, load-out and ballasting of over 100 transition pieces (TPs) for Ørsted’s Hornsea Project One.

For the structural engineering, ALE utilised its in-house Group expertise and the Conbit team performed the structural integrity and sea fastening calculations of the grillages on the barge deck of the SARAH S barge - ALE’s latest marine investment.

ALE began their heavy lifting and transportation scope in March, loading-out the TPs, each weighing 337t and measuring 25m high, from the fabrication yard onto the barge and performing the sea-fastening and marine transport.

Once on the SARAH S barge, the TPs are transported on the River Teess to the discharge berth. The SARAH S is 3m narrower than most North Sea barges, making this innovative barge ideal for the project, as it can fit between the quayside and the offshore installation vessel, and falls in line with the vessels’ crane radius limits for transferring the TPs from the barge to the installation vessel.

ENSENHANCED OFFSHORE ENGINEERING

Conbit also provided the engineering for cost-effective storage and SPMT stability during the ALE transport operations at the yard. As ensuring stability during the SPMT move was challenging, Conbit provided the engineering to enhance the hydraulic stability during the monopile positioning in relation to the sling configuration (used for loading onto the SPMTs) and positioning within the support cradles.

For the storage at the quay, Conbit designed monopile cradles. These were specifically optimised to reduce costs, as the need for welding works is reduced.

“This project demonstrates our ability to offer the full specialist marine scope of work. From utilising our internal expertise and engineering unique solutions, to offering an extensive fleet and operational skills, we manage the complete project,” explains Steve Small, Commercial Manager – Marine.

So far, ALE has loaded-out and discharged almost half of the contracted TPs onto the installation vessel. The operations are expected to last until early 2019.

ALE QUICKLY MOBILISIES THE LARGEST-EVER CAPACITY CRANES IN IRAQ TO OPTIMISE THE KARBALA REFINERY PROJECT SCHEDULE

ALE has utilised the largest-ever capacity cranes in Iraq while performing the heavy lifting works at the Karbala Refinery Project. The quick mobilisation of the cranes has also enabled ALE to optimise the overall project schedule.

As part of a bigger scope involving several contracts for heavy lifting, the global heavylifting contractor has been tasked to perform more than 350 lift of refinery components over one year.

EXTENSIVE EQUIPMENT FLEET

ALE has maximised its extensive fleet of equipment to carry out this project in the most efficient way. 24 cranes, ranging from 55t to 1,600t, have been deployed, as well as a number of conventional trailers, together with 48 axle lines of SPMT, for the onshore movement of heavy cargo.

Alberto Pittaluga, Director of Iraq, explained: “For this project we were keen to optimise the project schedule as much as possible, selecting the best equipment for the job and minimising mobilisation times. Within just one month, the cranes were shipped, transported to site and assembled, which is a huge achievement for everyone involved and demonstrates our commitment to our client’s deadlines.”

The Karbala Refinery Project, based in the South Karbala province, commenced in 2016 with each contract scope lasting between one to three years. ALE has previously performed the heavy transportation of approximately 46 oversized items, weighing up to 250t each. The heavy operations are expected to complete in April 2019. The new Karbala Oil Refinery is part of the country’s investment of $6.04bn, in which the facility is expected to have a refinery capacity of 140,000 barrels of crude oil per day.

ALE IS THE FIRST HEAVYLIFTING COMPANY TO COMPLETE CHALLENGING 2,000KM TRANSFORMER DELIVERY IN SAUDI ARABIA

ALE has demonstrated its routing, logistics and engineering capabilities whilst being the first heavy-lifting company to complete a challenging 2,000km route through the mountains in Saudi Arabia.

ALE was tasked to deliver two transformers, weighing 75t each, to Al Farsha Substation in the south west of Saudi Arabia.

As the route was so complex and had never been attempted before, the client tasked ALE with finding a feasible solution for transporting the transformer to the power station. Previous attempts had been made by other companies, but were deemed infeasible so it only reached Bush.

IDEAL TRANSPORT SOLUTION

After extensive engineering designs and route feasibility studies, ALE provided the client with a solution that would not only ensure that the transformers reached site safely, but also adhered to project schedule and cost requirements.

CHALLENGING ROUTE

The final route selected presented many different challenges, such as traversing 13 cities and towns, climbing to a high-altitude of 3,500m, descending 1,500m downhill through mountainous passes, negotiating 21 tunnels, performing civil works and working in unpredictable bad weather conditions, while ensuring the safe delivery of the cargo.

Maxwell Sampson, Operations Manager for ALE, explained the challenges involved in the project: “This project really shows ALE’s routing capabilities, we sought a smart, feasible solution and acquired the necessary approvals, prepared the civil works and overcame the challenges of the route in a safe, time and cost-effective manner.”

This is a huge achievement as we completed what others could not and want to thank the team involved for their determination and hard work in making it happen.”

Within 11 days ALE had transported both transformers safely to site, covering the distance of 2,000km and confronting all obstacles with ease, using local knowledge to meet and exceed the client’s expectations.

The client issued an appreciation letter to ALE, in thanks for their commitment in completing the operation safely.

“ALE quickly mobilises the largest-ever capacity cranes in Iraq to optimise the Karbala Refinery Project schedule.”

“All we did in Saudi Arabia was challenging, but it is great to see it come to a successful conclusion.”

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“We completed what others could not.”
**BESPOKE TURNKEY SOLUTION AIDS THE BUILD OF THE RRS SIR DAVID ATTENBOROUGH POLAR RESEARCH VESSEL**

ALE has utilised its experienced team and in-house design expertise to complete the heavylifting activities for the RRS Sir David Attenborough, the new polar research vessel for Britain. As part of the primary contractor’s, Cammell Laird, full turnkey ship build of the high-profile polar vessel, ALE was appointed to execute the site transportation, load-outs, lifting and barge works of ship sections weighing a combined total of 17,500t in Birkenhead, UK. Lasting over 15 months, the project was split into several phases with a cost and time-effective solution determined at each stage.

**INTEGRATED SOLUTION**

Once the shipbuilders had built the stern section in two halves, ALE performed the weighing, jacking, skidding and transportation of the two sections and joined them together using SPMTs. As part of the full-service package, ALE provided the grillage design, sea-fastening, and load-out of the stern section.

Once loaded-in at Cammell Laird, the next phase involved the load-in and transportation of the stern section, offloading and jacking it down into position. ALE designed and fabricated bespoke adaptor plates to be used when jacking the stern section build into position. ALE used Talton shuffling equipment to align the stern section with the aft end of the vessel so Cammell Laird could easily weld the sections together.

To enable the forward end of the vessel to be constructed, the RRS Sir David Attenborough vessel was moved 40m down the slipway to its final launch position using 300 axle lines of SPMT. The final site move involved transporting block 51, weighing 6,535t, and lifting it in tandem with ALE’s LR1750 crawler crane and AK912 pedestal crane onto the vessel.

John Davis, Senior Sales Manager for ALE said: “We are extremely proud to be so involved in such a landmark project and it really showcases our ability to provide customised solutions for the shipbuilding industry. The priority was to find the best solution possible at each stage to increase client savings and reduce disruptions to the overall project schedule. All equipment, design and engineering was provided in-house by ALE, with no third parties involved.

“In consideration of the hull’s sheer size and weight, our client chose to work with us because of our long-standing experience in this specialism and trusted us to complete manoeuvres of this magnitude safely and successfully.”

**NATIONAL INFRASTRUCTURE PROGRAMME**

Sir David Attenborough, the acclaimed broadcaster and naturalist whom the vessel is named after, says: “This wonderful new research ship will enable British scientists to continue their crucial work in both the Arctic and Antarctic for decades to come.

The new research ship is part of a Government polar infrastructure investment programme designed to keep Britain at the forefront of world-leading research in Antarctica and the Arctic. Commissioned by the Natural Environment Research Council (part of UK Research and Innovation), built by Cammell Laird and operated by British Antarctic Survey, this is the largest civilian ship to be built in the UK for 30 years and is expected to enter service in 2019.

**CONBIT COLLABORATION**

With long-standing experience in the complete integrity programme of guy wires and flare tips, ALE’s Conbit facility also undertook work on the Fadhili project and completed a guy wire operation at the gas plant. Conbit used their specialist knowledge to complete the guy wire inspection and maintenance for five flare stacks, performing tensioning of all wires to the desired values.

**FIRST PHASE: TRANSPORT THROUGH GIJÓN CITY CENTRE IN SPAIN**

ALF first transported the slug catchers from the fabrication yard through the narrow streets of Gijón city centre to Gijón Port using a total of 158 axle lines of SPMT for each slug catcher and then loaded-out. ALE’s diverse experience and ability to draw on a range of equipment enabled them to negotiate this first challenging part of the route safely while in heavily congested areas.

**SECOND PHASE: TRANSPORT TO SITE IN SAUDI ARABIA**

There was limited time for ALE to prepare because the operation took place over Saudi Arabia’s public holiday periods, so all the preparation had to begin earlier than usual.

The engineering for the transportation plans was completed quickly so that ALE could begin applying for the necessary permits. As the authorities had implemented new systems, obtaining these permits was a considerable challenge with several delays. However, ALE worked hard to maintain communications with both the Port and the Royal Commission to ensure the permits were received on time.

ALE also had to work at short notice to carry out site surveys and analyses at the client’s site. It was important that the client had the information delivered swiftly so that there were enough personnel available to carry out the necessary site work before the public holidays.

Upon arrival at Jubail Industrial Port, the slug catchers were loaded-in and transported 50km in convoy to the Fadhili Gas Program Project using 174 axle lines of SPMT in a configuration of 6 line 10 and 6 line 28.

The movement times were restricted, and ALE ensured the convoy was kept moving as much as possible while observing the safe speed restrictions. One of the greatest challenges during the transportation was on a narrow road that had been affected by sand encroachment. ALE acted fast to work with the various authorities to get the road cleared, avoiding any major delays.

Andrew Taylor, Project Manager, said, “Performing the heaviest and largest ever convoy transportation in Saudi Arabia was always going to be a major challenge, especially over such a large distance. In addition, we only had five weeks before the slug catchers arrived at Jubail Industrial Port and the public holidays meant working times were restricted both for ALE and the authorities.

“Obtaining all the necessary permissions was a complex process and we worked extremely hard to ensure they arrived on time. The vessel’s arrival time was actually brought forward, but as we had begun the preparations so soon, we avoided any delays because everything was already in place.”

The three remaining slug catchers will be transported later this year during the second phase of the project.

**ALE USES SWIFT TEAM COLLABORATION TO COMPLETE HEAVIEST EVER CONVOY TRANSPORTATION IN SPAIN AND SAUDI ARABIA**

ALE has utilised its experience of transportation over long distances and its international branch network to transport the heaviest items ever moved in convoy through Gijón and Saudi Arabia.

A total of five slug catchers will be transported internationally through built-up areas and across vast distances. In July, ALE completed the challenging transportation of the first two slug catchers, weighing 2,008t each, from Spain to Saudi Arabia, to the Fadhili Gas Program Project site.

It really showcases our ability to provide customised solutions for the shipbuilding industry.”
LATEST SPMTS AND FLEXIBLE DELIVERY ENSURE SUCCESSFUL BRIDGE MOVE, USA

**SECTOR:** Civil

**KEY BENEFITS:**
- Extensive equipment fleet
- Flexibility
- Engineering expertise

**PROJECT:** ALE has successfully moved the BNSF Grand River Bridge in Missouri, USA using the latest SPMTs in ALE’s local fleet.

ALE was originally tasked to execute three moves over 14 days, but this changed to six moves in 30 days. By maintaining flexibility on-site, in terms of project management and equipment logistics, ALE was able to adapt to this change in scope and complete within the allocated timeframe.

The bridge comprised three segments: a new and existing truss and deck plate girder (DPG) spans. The bridge weighed 1,424 US tonnes. The segments were transported on site using 48 axle lines of SPMT in a configuration of 4 x 4 file 6. These were the latest SPMTs to join the USA’s dedicated fleet.

One of the biggest obstacles for ALE was manoeuvring the bridge on a route that involved a challenging 4% uphill gradient.

During the move, ALE faced weather delays due to snow, rain and high water, so the weather had to be constantly monitored and mitigations put in place to minimise impact on the overall schedule.

ALE delivered the segments safely and without incidents.

“**We are not just an asset provider, but take an engineering and solutions-driven approach on our projects.**"
ALE GROWS GREEN PRACTICES

ALE has focused its green initiatives after taking more proactive measures to improve their environmental impact. The company is proud to be certified to ISO 14001 and has many initiatives active to support local communities. Where possible, investment through reduction, reusing and recycling, as well as supporting the marine industry with used tyres, ensures less waste ends up in landfill sites.

ENERGY-EFFICIENT SUPPLIERS

ALE engages actively with its supply chain, ensuring our suppliers take their environmental considerations seriously as ALE. ALE encourages the life cycle approach through their suppliers to ensure the most cost effective, environmentally friendly products are purchased and invest in local businesses to reduce the impact of transportation.

“Where possible, we track transport supplier carbon footprint, with energy efficiency forming a key element of our supplier assessment methodology, to select the most environmentally-efficient suppliers,” explained Group HSQE Manager, Gary Hewitt.

REDUCED CABON FOOTPRINT

Developing and updating equipment that minimises ALE’s carbon footprint has become an important aspect of enabling the company to be more environmentally-friendly, passing on those cost saving measures through reduced maintenance and increased reliability. For example, one of the most recent upgrades was in the Netherlands, where the branch updated one of their trucks to a Mercedes-Benz Arocs. It will not only consume tangibly less fuel – but also live considerably longer and be more efficient.

Utilisation of maintenance practices to ensure reliability of equipment, reducing environmental spills and leaks, is a leading factor in ALE’s conservation initiatives. Maintenance yards are set up to protect the local fauna and flora with oil water separators installed, preventing waste oil and products entering local water streams and protecting local communities. This also has the added benefit of the oil being sent away and treated, via licensed facilities, to be reused.

SAFETY RECOGNITION FOR PORT CRANE MOVE

ALE has been selected as the Best Contractor Company who demonstrated the best safety performance whilst working at the Port of Tanjung Pelepas in Johor, Malaysia. ALE’s safety efforts have been recognised and awarded with a ‘Safety Excellence’ award whilst executing the relocation and removal of two cranes at a manufacturing plant in the UK.

ALE was tasked with relocating one overhead crane and removing another within the manufacturing yard using ALE’s Lift ‘n’ Lock and SPMTs.

SAFE SITE MENTALITY AWARDED WITH CRANE RELOCATION PROJECT

ALE’s safety efforts have been recognised and awarded with a ‘Safety Excellence’ award whilst executing the relocation and removal of two cranes at a manufacturing plant in the UK.

ALE utilised their in-house engineering to carry out a comprehensive study to determine stability and the centre of gravity.

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OPENNESS THAT CAN LEAD TO MORE EFFICIENT TEAMWORK AND OPERATIONS

The national campaign is helping companies, like ALE, to provide a safe and healthy workplace for employees, inspiring a culture of conversations to support better mental health.

ALE’s Australia branch has taken part in R U OK? Day, a national day of action held every September that encourages connections and conversations to support wellbeing.

GREATER TEAMWORK

AUSTRALIAN CAMPAIGN ENCOURAGES POSITIVE MENTAL HEALTH AND GREATER TEAMWORK

ALE’s Australia branch has taken part in R U OK? Day, a national day of action held every September that encourages connections and conversations to support better mental health.

As a suicide prevention organisation for the workplace, R U OK? looks to educate employees in how they can reach out to support colleagues who could be struggling. It empowers people to ask “Are you OK?” and encourages long-term behavioural changes for a more positive well-being overall.

SUPERVISOR EXPERTISE EXPANDS ACROSS ALE GROUP

Following a successful pilot in Spain in early 2018, ALE has increased their Supervisor expertise through the roll-out of the Supervisor Development Programme further across the ALE Group.

Consisting of workshops and practical sessions, the programme has now benefited a range of Supervisors around the globe with courses taking place in Europe, Africa, the Middle East, the Americas, and more scheduled in South East Asia and Australia.

Charles Green, Regional Training Manager for ALE’s Abu Dhabi branch, designed the programme and commented on its successful expansion: “We’re delighted with how beneficial the programme has been so far and have had extremely positive feedback. The Management, Communications and Problem-Solving modules have proved particularly popular. Supervisors have been extremely engaged with the practical exercises, especially Incident Investigation, and are already recognising how useful these learnings are to their day-to-day roles.”

SUPERVISOR DEVELOPMENT PROGRAMME

Q&A – CHRIS KAPSALIS, REGIONAL MANAGER, ASIA AND AUSTRALIA (ALE – WIND SERVICES)

Q: When did you join ALE?
A: I joined ALE in the second half of 2017, so I’ve been here a little over a year now, working as the Regional Manager for ALE – Wind Services in Asia and Australia. The division has grown a lot during this period, so it was an interesting time to join the team.

Q: Describe your role and what it involves?
A: My role involves looking at how ALE – Wind Services can expand in the region. We have ambitious plans so I’m constantly developing the Wind Energy Holding’s Thepharak Wind Farm. This is ALE’s first entry into the civil and transportation sector, and it’s been a huge, challenging project as we’re setting a new benchmark. It’s been a huge, challenging project as we’re setting a new benchmark.

Q: How has the branch changed since you’ve been in the role?
A: There has been a huge amount of growth in various countries across the region. We are covering more and more of the balance of plant and the mechanical and electrical installation of turbines. This is providing us with more opportunities to offer a full T&I package. The Wind Energy Holding’s Thepharak wind farm project has been a fantastic demonstration of our capabilities and skills in the region as it was the first time we used our new K1650L tower cranes. We were really pleased with the results – they’re more efficient so significantly reduced civil works and costs for the client. Similarly, ALE are also constructing the road, hardstands and laying the cable work for the T4 project on the same project. This is ALE’s first entry into the civil and electrical BoP works, and we’ll continue to offer this service to clients throughout Asia.

Q: What is the team’s focus for the future?
A: We’ll be taking on more work in Australia and we’re also looking at several options in Vietnam. Across the region, we want to continue to expand and increase our number of offshore and onshore wind projects.

We have a new monopile solution for use with gravity foundations in near shore or wet environments. Compared to standard concrete solutions, this offers faster and more cost-efficient installations, so the team are looking forward to demonstrating what we can achieve with this.

Q: What do you enjoy most about working for ALE?
A: I love getting to work with such a wide range of people across multiple countries – it offers such a diverse experience. I am also enjoying expanding our expertise to developing markets in pursuit of clean, renewable energy. There is so much potential in the region so it’s an exciting time to be part of the ALE – Wind Services team. I’m hoping we will see more project expansion as we look to become a regional leader in renewable energy.

WORLDWIDE HEAVY TRANSPORTATION AND LIFTING

www.ALE-heavyLift.com
SWIFT AND SMOOTH LOAD-OUTS OF HEAVY WIND FARM SUBSTATIONS IN THE NETHERLANDS

SECTOR: Renewables – offshore wind
KEY BENEFITS: » Flexibility » Bespoke solution » In-house engineering expertise

PROJECT: ALE has demonstrated the strength of their flexibility and bespoke engineering skills during a load-out operation of three heavy substations. Three offshore wind farm substations, weighing 693t, 1,500t and 1,852t each, were each successfully load-outed in one hour onto a vessel in the Netherlands.

First, ALE successfully carried out the weighing of the substations using load cells and jacks.

Thereafter there was a last-minute extension to ALE’s scope as there had been a change to the barge selected for the transportation. In order to avoid the barge and the substations to pass beneath the bridges on the route, ALE had to quickly produce a new engineering solution. Two pieces of girdage were rotated on the barge so that the planned position of the substations could be altered, and their overall transportation remained safe.

Each of the substations were then load-outed using SPMTs. ALE manoeuvred the 693t structure using 44 axle lines of SPMT, and the other two structures with 92 axle lines.

ALE’s flexibility enabled each of the load-outs to be performed in only one hour, completing a complex operation safely and smoothly. The client praised the company for how swiftly they were able to engineer a solution to the unexpected challenge.

A video of the operation can be viewed here.

A video of the operation can be viewed here:

ALE’S MEGA JACK OPTIMISES SITE SPACE ON CRANE DEMOLITION PROJECT, BELGIUM

SECTOR: Civil
KEY BENEFITS: » Minimised disruption » Swift turnaround » Bespoke methodology » Innovation » Time saving

PROJECT: The small footprint, stability and quick jacking capabilities of ALE’s Mega Jack system has enabled a steel plant to save valuable project time while ALE carried out the removal of an overhead crane in Gent, Belgium.

One of the main challenges during the demolition project was the limited space within the plant and finding a solution that also enabled other operations to continue in height. The small site space meant that the overhead crane needed to be taken apart and removed in pieces. It also made it impossible to use a large crane for the dismantling. ALE completed the engineering planning and preparations, calculating what equipment would optimise each stage of the operation.

ALE’s Mega Jack was the ideal solution as it is narrower than other alternatives, with a single 5m x 5m jacking tower configuration and steel load spreading underneath, taking up an area of only 10m x 10m at ground level. Not only did the system’s compactness make it suitable, but it also provided the required stability and enough clearance on all sides. The system’s compact footprint meant the client could use elevated working platforms around the Mega Jack to get full access to the crane from above and commence cutting of the crane girders after fixating of the end-carriage to the hall structure.

This safe and stable solution was installed beneath the overhead crane using load cells and jacks from Mega Jack to verify the in-place weights of the components, which were left at height on both crane tracks until the end of the operations inside the plant. The end-cargoes were removed one by one by a tandem crane operation, before being transferred from the Mega Jack so the Mega Jack could be removed easily and swiftly. The climbing jacks enabled ALE to lower the overhead crane even further. This height reduction was required to meet the height restrictions of the existing hall exit door.

Then, the main trolley, weighing 199t, was jacked-up with a second set of climbing jacks to provide clearance between the trolley and the crane girders. Once SPMTs had removed the girders from both sides, the main trolley was lowered onto waiting SPMTs and transported to the demolition area.

ALE had completed calculations prior to the commencement of the operation, and was able to use the Mega Jack to verify the in-place weights of the end-cargoes, which were left at height on both crane tracks until the end of the operations inside the plant. The end-cargoes were removed one by one by a tandem crane operation, before being placed onto SPMTs ready for demolition.

The Mega Jack’s fast operating system also enabled ALE to complete the work swiftly and on schedule, removing the whole crane comfortably within the 10-day schedule.

A video of the operation can be viewed here.

CUSTOMISED ENGINE EXCHANGE SOLUTION IN SOUTH AFRICA

SECTOR: Shipyards
KEY BENEFITS: » On schedule » Extensive equipment fleet

PROJECT: ALE was tasked with providing a customised solution for the exchange of engines on two vessels, the MV Grand Banks and the Delmar Atlantic, for the client’s vessel life extension programme.

In order to meet the client’s tight deadline of returning the vessels to their operational site, which was located roughly 1,000km from Cape Town, ALE had to find a time-effective solution.

ALE designed four skid-turntable configurations, modular lifting beams and six custom gantry platforms, four of which were interfaced with the vessel cut outs. With this solution, ALE was able to remove eight engines and two ball mills from the vessels. Five new engines, two refurbished ball mills and one transformer were then installed.

By designing a bespoke solution especially for the client and utilising our equipment in this way, ALE was able to perform the operations within the strict timeframe.
A video of the operation can be seen here.

ALE JACKS-UP TOPSIDE 14M AND AIDS SPEEDER LOAD-OUT, MEXICO

SECTOR: Offshore

KEY BENEFITS: Quick operations • Innovation • Reduced costs • Bespoke engineering • Reduced risk

PROJECT: The time and cost efficiency of ALE's Mega Jack system has been demonstrated while completing a 14m high jack-up of a topside in Mexico. As the Mega Jack had its own starter beams, extensive time and cost savings were made as the client did not need to fabricate temporary beams.

For a cost-effective load-out onto the barge, the topside needed to be jack-up over 10m so it could be placed on the a specially designed deck support frame (DSF) for the load-out. The Mega Jack was the most viable option as limited site space meant they needed to avoid any disruption to other site operations.

The topside, weighing over 13,000t, was jack-up to 14m high in stages. Upon reaching the first jacking phase 5.5m high, the client could access the forklifts under the topside, which was a major advantage as they could continue operations and optimise the project schedule. Once at full height (14m), the DSF could then be installed underneath and jack-down ready for the load-out.

For the jacking operation, ALE configured the Mega Jack with eight towers, each with 5,200t capacity, to limit the deflection of the topside.

Teun Van Gorp, Project Manager/Engineer for ALE who managed the project, said: “The Mega Jack was chosen because it was faster and cheaper than the alternative solutions available. By using a high-capacity crane we were able to transport the topside in one load.

The time and cost efficiency of ALE’s Mega Jack system has been demonstrated while completing a 14m high jack-up of a topside in Mexico. As the Mega Jack had its own starter beams, extensive time and cost savings were made as the client did not need to fabricate temporary beams.

GLOBAL RESOURCES PROVIDE INNOVATIVE SOLUTION FOR 11,477T OF CARGO IN THAILAND

SECTOR: Power generation

KEY BENEFITS: Innovative solution • Global resources • Branch collaboration • Minimised disruption • Offshore expertise

PROJECT: ALE’s ability to draw on global resources and engineer innovative solutions has ensured the successful delivery of 11,477t of cargo for the South Bangkok Power Plant project.

152 items, weighing between 6-478t, were received at the port of Laem Chabang, then transported on to barges along the Chao Phraya River to the South Bangkok Power Plant site in Thailand, where they were loaded-in using SPMTs.

The greatest challenge in the project was devising a way to transport the items along a 15m wide slipway in South Bangkok. This was too narrow for most barges, so ALE’s solution was to use two barges, subcontracting one from Singapore. One barge would transport smaller cargo and the other would transport the larger cargo, which included heat recovery steam generator modules, and gas turbine and generator parts.

ALE executed the transhipment manoeuvres to transfer cargo from the larger barge to the smaller barge and onto the slipway for the power plant, enabling all the cargo to be delivered on schedule with minimal disruption.

Among the major project milestones was the completion of the transportation and load-in of the operation’s largest cargo, a 478t gas turbine, followed the next day by a 450t generator. The milestone was achieved from over 20,000 manhours, including planning, detailed engineering, project management and site works.

Matt Thomson, Project Manager, said: “This project has been a major achievement for ALE’s coordination, with crew and equipment coming from ALE branches in Thailand, Malaysia, the Philippines and the UK, as well as drawing on the expertise of our specialist ALE – Offshore Services division. The team’s dedication to success has also been demonstrated by the excellent safety record maintained throughout the project.”

The cargo transportation was completed over six months, achieving the operation’s deadlines so that the overall project could then move on to the construction and commissioning phases. ALE’s ability to draw on resources from across the globe enabled them to provide an innovative solution to the challenges of this huge operation, ensuring the project was delivered successfully and on schedule.

The craneage recently started with the completion of pre-population on two turbine foundations using a 450t mobile crane.

The main-build operation will commence soon using a specialist 750t crane.
SMARTER
TOGETHER, WE MAKE THE UNWORKABLE WORK.

SAFER
TOGETHER, WE BUILD A SAFER FUTURE.

STRONGER
TOGETHER, WE MAKE IT HAPPEN.