

INTERNATIONAL **CRANES** AND SPECIALIZED TRANSPORT

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New technology
Wind energy

INTERVIEW:
Paul van Gelder,
Mammoet CEO

REVIEW:
WCTS

Heavy lifting

THE MAGAZINE FOR EQUIPMENT USERS AND BUYERS



SSCV Sleipnir
lifted a 15,300
tonne topside in
September



positioning of the vessel. These have been supplied by Finnish engine and power systems manufacturer Wärtsilä. Four of the eight thrusters will also be retractable and have been developed specifically for this project. In addition, Wärtsilä supplied auxiliary equipment for steering and lubrication, control units, and Wärtsilä's Propulsion Condition Monitoring Service (PCMS). Wärtsilä also supplied centrifugal pump packages.

Palfinger Marine supplied two bulk loading stations while Rolls-Royce supplied an £8m (\$11.3m) 12-point mooring system.

Wind farm work

Dutch crane and offshore engineering specialist Huisman will also supply a 4,000 tonne crane for Royal Boskalis Westminster N.V. The offshore mast crane (OMC) will be installed on the Boskalis vessel Bokalift 2, currently under construction. It follows Huisman's delivery of a 3,000 tonne OMC for Bokalift 1 in 2017.

The 4,000 tonne capacity is available

BARGE CRANE CARRIES TOWER CRANES

Two 330-tonne capacity M2480D tower cranes, owned by Australian crane company Marr Contracting, have been lifted into location while fully-assembled in Turkey using a Taklift 4 floating heavy lift barge crane.

The cranes weighed 600 tonnes each and, according to Marr Contracting, this is the first time cranes of this size have been lifted into place in one piece.

The heavy lift luffer parts were shipped from Sydney to a dry dock at Gallipoli (Gelibolu), Turkey, where they were assembled onshore on purpose-built foundations. On 3 November 2019 the first M2480D was lifted and transported a kilometre to the middle of the Dardenelles (Çanakkale Strait) by the 2,200 tonne capacity Taklift 4 floating heavy lift barge crane. The second crane was carried out onto the water on 8 November 2019.

Both cranes are now set up and ready to begin work on the 1915 Çanakkale Bridge on behalf of EPC (Engineering, Procurement, Construction) contractor DLSY (Daelim – Limak – SK E&C – Yapi Merkezi) Joint Venture.

The 1915 Çanakkale Bridge is due for completion in 2022 and will become the world's longest span suspension bridge, connecting the towns of Gelibolu (Gallipoli) on the European side of Turkey with Lapseki on the Asian side.

Aerial shot of the M2480D
being lifted by Taklift 4



up to 100 metres above the deck which allows wind turbine jackets to be lifted off it. Adding the fly jib allows smaller components to be lifted 125 metres above the deck. Monopiles and other long loads can be upended from horizontal to vertical.

Bokalift 2's first project will be installing jackets for the Taiwanese Changfang and Xidao offshore wind farm, a project recently awarded to Boskalis.

Huisman designed its OMC to have a small footprint and no tailswing, maximising space on deck for payload. Its capability will future proof it for installing current and future generation offshore wind turbine foundations. In addition it should find work in offshore oil and gas, decommissioning and salvage.

Land-based lifting

When it comes to land-based lifting, the oil and gas sector is continuing to be a

fruitful source of work. On 24 October 2019, Chinese crane manufacturer XCMG used its 4,000 tonne capacity class XGC88000 crawler crane to lift a washing tower weighing 1,926 tonnes in Jubail Industrial Zone, Dammam, Saudi Arabia. This was XCMG's first job outside China, commissioned by Chinese oil and gas enterprise Sinopec (China Petroleum & Chemical Corporation).

The tower measured 101.1 metres high and 8.6 metres in diameter. The 88,000 tonne-metre rated crawler lifted the tower with its main boom at 102 metres and its auxiliary boom at 27 metres. A 1,250 tonne capacity crane was used for tailing duties.

According to XCMG it took 30 days for the crane to be transported via boat from China to Saudi Arabia. XCMG said the sand and high temperatures encountered in the desert did not pose any problems for the crane. The heavy lift was carried out over a time frame of around five hours.

The crane will be used twice more on this project, to lift two reactors weighing 1,312 tonnes, before working on related projects for the Saudi National Natural Gas Company and at an oil refinery project in Oman.

According to XCMG, since the crane's launch in 2013 it has travelled over 30,000 kilometres and participated in 11 large projects in eight provinces across China where it has successfully completed 150 lifts »

Al Faris used its Enerpac SBL900 hydraulic gantry to load over-sized oil refinery equipment

