Welcome...

...to the March edition of the ALE newsletter, with the latest news to keep you informed of our activities around the world.

This edition showcases ALE as we continue to expand the regions in which we operate, diversifying into new markets and increasing the services that we provide. We are very proud to continue to receive recognition from our clients for our performance in safety, most recently on two high profile oil and gas projects: Wheatstone and Ichthys.

As the global market enters into a prolonged period of downturn in investment in new oil and gas, energy and infrastructure projects, it appears that the impact of this will affect our whole industry. It is likely to hit hardest those that have stood still, who follow rather than lead, or continue to do 'more of the same'. In the current market, clients are looking for dynamic companies that can offer real value to their operations. They are looking for innovative solutions that remove risks, reduce costs, down time and construction time, as well as provide efficiencies through solutions that were previously unforeseen.

ALE has always focused on being a dynamic business, one with a track record of innovation, one that changes and adapts and one that leads its industry.

Leading through the quality of our people, the quality of our engineering capabilities and industry-leading safety record. We lead through listening to what our clients are striving to achieve; and through creative thinking supported by sound engineering practice we identify the ground-breaking solutions.

ALE has never been better placed to meet the challenges of the coming years. We will fulfill those challenges by doing what we always strive to do. By leading.

Michael Birch
Regional Director – UK & Projects
ALE PROVIDES ENHANCED HARBOUR CRANE SOLUTIONS

ALE’s Middle East branch, in conjunction with the European and South American offices, are currently managing the delivery of port cranes including STS, RTG and RMG cranes to several regions that specialise in the mechanical and electrical assembly, modification, extensions or inspections, movement over land by sea and installation of all types of cranes.

With a specialist crane division based in Abu Dhabi, UAE, acting as the hub for managing these harbour crane projects globally, ALE can provide extended services to include assembly, service and maintenance.

Recently, the team has performed projects for STS and RTG cranes in Kuwait, UAE, Saudi Arabia, Togo and Guatemala.

By providing specific technical expertise, our Middle East Division provides an enhanced service for our clients that goes beyond our standard operations,” said Ronnie Adams, Senior Project Manager for ALE.

“We have performed these type of operations for several years managed out of Middle East, our expertise has now reached Africa and the Central and South America markets. Following the successful completion of container crane work in Guatemala, we have also secured contracts for work across the region in Barbados, Peru and Mexico.”

ALE AGREES PARTNERSHIP WITH GTA CONSTRUCTION IN INDONESIA

ALE’s Indonesian branch, PT ALE Heavy Lift Indonesia, has entered into a cooperation agreement with GTA Construction. By working together, both companies hope to capitalise on the complementary services to exploit future opportunities in Indonesia.

EXHIBITION DATES FOR 2016

We are exhibiting at the following exhibitions in 2016:

- Offshore Technology Conference (OTC), USA
- Offshore Energy, the Netherlands
- Offshore Northern Seas, Norway
- World Nuclear Exhibition (WNE), France
- Breakbulk Europe, Belgium
- Offshore Northern Sea, Norway
- Offshore Energy, the Netherlands

ALE COMMENDED FOR INNOVATION AND DESIGN AWARD

ALE’s Mega Jack 800 has been commended in the Innovation and Design category for The Manufacturer MX Awards 2015.

The judges were extremely impressed with ALE’s entry and every year they are given very limited discretion to award a small number of commendations.
ALE AWARDS WORK OF SPANISH CIVIL ENGINEERS

ALE’s civil engineering awards, Premios ALE, were held on 26th February at the Ritz Hotel in Madrid, Spain. In its 16th year, the event is organised by ALE’s Spanish branch to recognise and award the achievements of the very best civil engineers in Spain. It was attended by professionals in the civil industries including civil engineers, contractors, designers and consultants.

Before the awards were announced, ALE’s Executive Director, Javier Martinez, and the General Manager of ALE’s Spanish branch, Hugo Ruot, gave a speech about former award winners, recent engineering and professional achievements.

The finalists were judged by the Board of Directors from ALE’s Spanish branch, and based their decisions on the engineering achievements, professionalism and human aspects of the finalists.

The winners were:
- Juan Luis Lazaga Fiol Award: Mr. David C. Fernández-Ordóñez Hernández, Secretary General of FIB - the Federation for Structural Concrete.
- Toda una Vida Award: Mr. Santiago Pérez-Fadón Martínez, Director of Fadon Ingeniería SL and former Technical Director of Ferrovial.
- Joven Profesional Award: Mr. D. Fernando Cea Soriano, Technical Area Manager at the Department of Structures – TYPSA.
- Juan Luis Lazaga Fiol Award: Mr. David C. Fernández-Ordóñez Hernández, Secretary General of FIB - the Federation for Structural Concrete.
- Hugo Ruiz, gave a speech about former award winners, recent engineering and professional achievements.

ALE’S IRAQ BRANCH AWARDED KARBALA REFINERY PROJECT CONTRACTS

ALE’s Iraq branch has been awarded the Karbala Refinery Project contracts on behalf of several different clients.

The scopes of work include the hire of approximately 50 cranes, rough terrain and mobile cranes, the execution of heavy lifting operations, as well as the heavy transportation of approximately 45 oversized items, weighing up to 250t each.

The Karbala Refinery Project has already commenced, with each contracted scope lasting between one to three years.

The new Karbala Oil Refinery is located in southern Iraq, two hours south west of Baghdad, leading to increased local job creation. The refinery is expected to produce a capacity of 140,000 barrels of crude oil per day.

Alberto Pittaluga, General Manager in Iraq, said: “We are delighted to support Iraq in the Holy City of Karbala and we hope that our involvement will successfully contribute to the execution and completion of this strategic project for the growth of the country.”

ALE SECURES CRANE HIRE CONTRACTS IN AUSTRALIA

ALE has secured four major crane hire contracts. This includes the Yarwun and Queensland Alumina Refineries in Gladstone and the lift service contracts for two of the new LNG plants on Curtis Island, all based in Queensland, Australia.

ALE has been contracted to supply up to 20 dry and vet cranes at each of the Gladstone plants for three years. ALE has already taken delivery of several new mobile cranes to support these contracts, including 100t, 90t and 55t mobile cranes. Work started in early 2016 with further mobile cranes due for delivery in mid-2016.

These operations will be supported from ALE’s Gladstone facility, from where the team will carry out full maintenance of all equipment on a 24/7 and call-out basis, to ensure full-time support of the refinery and LNG plant operations.

This signifies another major contract milestone the Australia business has won in the last six months. After expanding their services in 2015 with a dedicated Oil & Gas Services team, ALE was also awarded the contract for the provision of heavy haulage and in gauge transport support for the Santos GLNG Project.

Paul Kelly, Director for ALE in Australia, said: “ALAE has been servicing the heavy industry in Gladstone for the last 15 years, developing good relationships with our clients who understand our priority to provide complete heavy transportation and lifting solutions. In addition, by securing the heavy haulage contract with a notable blue chip client, it marks a major cornerstone and early market entry for ALE’s recently-formed Oil & Gas Services team in Australia.”

ARGENTINIAN DRUM LIFT WINS TOPLIFT AWARD

ALE has won the “TopLift” contest for the lifting of three coke drums, weighing 435t each, using a lattice boom crawler crane in Buenos Aires, Argentina.

Announced in the December 2015 issue of International Cranes and Specialised Transport magazine, readers of the magazine voted for this as their favourite lifting job.

ALE beat stiff competition from several other heavylifting companies to win the award for the YPF Refinery coke drum lift which took place from May-October 2014.

The lifting job was selected by the magazine for the challenges it faced during the lift, where ALE were working to install drums measuring 42m in height within very little space and small working area filled with obstacles such as trees and buildings.

ALE’s Argentina branch used a 1,350t capacity LR 11350 crane with P boom in four configurations to optimise the manoeuvres in the space available and minimise any tree cutting. In addition, load spreading mats of the AL.SK crane were used to reduce any ground bearing pressure.
ALE LAUNCH NEW FLEET OF WIDENING TRAILERS IN SOUTH AFRICA

ALE has expanded its global fleet of trailers and invested in the latest range of widening trailers that can be mechanically widened from 3m up to the desired width for the project.

These trailers can be mechanically widened to get the maximum stability and footprint. With 1.8m axle spacing, these trailers are well suited to the transportation requirements in South Africa as they offer a reliable transport solution that can travel long distances.

The trailers have a very strong spine beam, therefore the need of load spreading on trailers will be minimised. They also have a greater capacity, with up to 450l per axle line (2 line).

The trailers are extremely flexible in their capacity with different configurations and options of build, including 3m wide 2 file and 4.3m wide 2 file. The 4.3m wide setup is technically more stabilising than the normal 3 file setup. This not only adds strength and flexibility, but also by providing a stable platform for long distance transportation, they are safer.

Ferdi Roberts, ALE’s Sales Manager in South Africa, explains how the trailers will give the region the commercial advantage:

“The new widening trailers offer a smarter, safer and stronger transport solution for our clients. We will use less axles than our competitors for the same load requirements as well as offer improved stability at the same time. They will also perform exceptionally well on site moves as well as road transportation and, with the added geometric and hydraulic stability, outperform on strength and versatility.

“The ability to widen out at different configurations they provide the much sought-after flexibility that is lacking in the industry in South Africa. At 1.8m, the trailers are better suited to our local requirements, clearing bridges easier than our competitors and ultimately providing a safe and innovative package that puts us at the forefront.

We now have more than three times the number of axle lines than our competitors and can thus execute larger projects with ease whilst also reducing our clients’ risk of paying demurrage to vessels because of limited axle lines having to shuttle cargo.”

Ronald Hoefnams, Technical Director at ALE added: “We interpret the needs of the market; the new trailers in South Africa provide us with a technical edge and an adaptive solution. These trailers have an unrivalled geometric and hydraulic stability which maximises safety on the tough routes we have to negotiate in many African countries.”

ALE ordered 48 axle lines of the latest trailer and are currently lined up to work on several transportation contracts.

As a result of close collaboration with the manufacturer, Goldhofer, these are the latest trailers to join ALE’s widening trailer fleet, after hydraulically widening trailers were launched in Australia in 2014. There are also plans to expand the fleet into other branches.

NEW WIND EQUIPMENT ARRIVES IN SOUTH AFRICA

ALE’s South African branch is now better equipped to service the wind energy sector with the purchase of two new sets of tower clamps. The tower clamps, which will be used to transport wind turbines, have the advantage of clearing difficult routes with limited height clearance.

Because of their design, the tower sections are carried closer to the ground and, as a result, will be able to pass under low bridges. They can also self-load and self-offload tower sections, giving the branch further commercial and operational advantages over competitors in the region.

ALE TO BUILD HEAVY DUTY JIB AND 4,000t WINCHES ON AL.SK CRANES

ALE has started to build a heavy duty jib, with lengths up to 100m, that can fit onto both the AL.SK190 and AL.SK350 cranes. The new jib will have a 3,400t lifting capacity and will be built from specialist steel milled with steel grades up to S1100QL used.

The jib is a modular design and can be assembled in different configurations. As part of the Innovation Series, ALE’s AL.SK190 and AL.SK350 cranes are designed for the lifting and installation of ultra-heavy loads.

They can be equipped with a 4,000t main winch system and a 600t auxiliary quick winch system. For weights from 4,000t–5,000t a strand jib lifting system will be utilised. These cranes can perform lifts previously unachievable, whilst occupying a very small footprint and have the ability to save clients time and money on the construction site by reducing schedule, risk and cost.

Ronald Hoefnams, ALE’s Technical Director, said: “The AL.SK cranes have always been designed with a potential for a jib but it has previously never been required. We anticipated the need to lift with heavier capacities to bigger heights and now have confirmed contracts to do so. At ALE, our priority is to foresee future challenges and provide an innovative solution for our clients.

“The new jib will enable us to achieve this and lift heavy loads to bigger heights with a larger radius. The jib will be comprised of a unique patented design with a wide strut. It is this special design which will boost the lifting capacity”.

The first contract for the jib will involve uplifting modules weighing up to 2,800t to a height of 65m. ALE started the fabrication work in March 2016 and the build is expected to complete by the end of the year.

INVESTMENT IN THE LATEST OFFSHORE WINCH AND BALLAST TECHNOLOGY

ALE has continued its heavy investment in equipment for the ALE – Offshore Services division to support their growth in service offerings to the offshore sector. Within the last 12 months, the specialist team have carried out three float overs utilizing the modular Rapid Ballast System in the Gulf of Mexico, two of which utilised ALE’s mooring equipment, personnel, supervision and project management skills. The latest innovative floatover mooring techniques have been utilised through the use of Dyneema ropes, thus requiring equipment adaptation whilst adding extra knowledge and experience to the offshore team.

Further new equipment packages include 201 winches to complement the high capacity winches, roller fairleads and sheaves to complement their existing mooring filet winches. All this is in support of a double barge lift out for a wind farm and floatover project due to be completed by mid-2016.

Another new addition includes an in-house developed tidal monitoring device which will cross check actual as predicted tide levels. The power options include solar and the data output is convertible to Excel/ALE ballast calculation software.

ALE has also purchased 24 x 399hp diesel driven hydraulic powerpack units which are more powerful, PLC controlled and with improved soundproofing. “The new powerpacks designed by ALE’s Research & Development department are multi-purpose as they can be used across different operations including ballasting, winching, strand jacking and are operated throughout by the same cross skilled personnel. These subsequently will be saving valuable set-up time, sought after barge deck space and barge accommodation. What’s more, all of this is supported by improved operational hydraulic power contingency,” explains Dan Kempin, ALE’s Business Development Manager – Offshore Services.

*The complementarity of the equipment and personnel’s skills within the ALE – Offshore Services toolbox provides our clients with the reassurance that ALE can provide the most time and space saving methods available, therefore offering great value for money within a simplified managed solution.*
**Project Focus**

**ALE COMPLETE UK’s HEAVIEST 26,500T SKIDDING OPERATION FOR THE HMS PRINCE OF WALES WARSHIP**

ALE has skidded the forward section of the second aircraft carrier, weighing 26,500t, for the HMS Prince of Wales in Rosyth Dockyard, UK. This is the heaviest item ever to be skidded in the UK by ALE.

ALE was contracted to jack-up and skid a total of four sections, one lighter and one heavier section per ship, as part of a major contract for the aircraft carrier project. In 2013 ALE completed their scope for the first warship, HMS Queen Elizabeth and in October skidded the final sections for the second warship, HMS Prince of Wales.

The operation involved jacking-up and skidding two sections, weighing 13,050t and 26,500t respectively. Firstly, ALE jacked-up the sections from their support, skidded the lighter section approximately 94m and the heavier section approximately 18m.

The skidshoes used for the skidding operation consisted of a built-in jacking system that could be easily installed under the specially designed building supports. The supports had been placed on five rows of dock blocks to prevent sagging and provide easy access under the sections.

ALE used a total of 35 skidshoes for the lighter module and 58 skidshoes for the heavier module, both with a minimum capacity of 500t. 800t of skid track was required to skid the lighter section and 600t used to skid the heavier section.

1,000t of spreader plates were fabricated to suit the skid shoes, with the ability of the wings on the bow to be taken off in an earlier stage to speed up the lead time of the project. During the final stages of the skidding operation ALE crew members maintained constant contact with the Babcock International’s dimensional control team to manipulate the sections as best as possible to create a suitable fit-up to the other sections.

Tim van As, Project Engineer, who oversaw the engineering and managed the skidding operation, said: “This is the first time ALE has ever attempted to skid an item of such an extreme weight in the UK. We complied with the strict security and safety standards throughout and during the operation we overcame several challenges.

“IT is fantastic to be part of what could potentially be a world first in skidding capabilities. By utilising our global network of equipment and technical expertise from the UK, Spain and the Netherlands to complete this operation, we are all proud of what has been achieved.

“These installations represent a major milestone towards the completion of our overall scope and the construction of the largest warships ever to be built for the Royal Navy.”

As ALE has now completed the final load-in operations for the Queen Elizabeth Class aircraft carrier project, they will perform the final two weighings at the Rosyth Yard.

**ALE AWARDED MAJOR WIND ENERGY CONTRACT IN THAILAND**

ALE has been awarded a major contract for the transportation, crane lifting and installation of 24 2.5MW turbines to be erected on a project site in Khao Kor, Thailand.

The scope involves receiving the components from the vessel in several shipments over three months, before offloading and transporting them into a temporary storage facility at the port of Laem Chabang, Chonburi province, Thailand.

ALE will also be responsible for transporting the components 620km to the site location, offloading and erecting the turbines, and finally the mechanical and electrical installation of all the components. ALE will then hand over to the client for the final commissioning.

Kees Kompier, Regional Director – Australasia and South East Asia, said: “We are delighted to have secured this contract and it marks a major milestone for ALE, highlighting our growing presence in South East Asia’s wind energy sector.

“ALE has made the significant investments to help meet the requirements of both existing and new clients in the region. As the towers grow higher and the diameter of the rotors increase to maximise the yield, we are investing in the latest technology to ensure that we can meet our clients’ demands. We have invested heavily into this project, employing 70 new members of staff and ordering new cranes, trucks, blade trailers, specialist tower transporters and extendable trailers to compliment the equipment already in Thailand.”

The project has now commenced and ALE received the first shipment of components in October. The erection commenced in early January 2016 and is expected to complete in May 2016.
ALE has completed the year-long transportation and installation project in Oman. This is the first project ALE’s Oman branch has won, executed and delivered since opening a permanent base in Muscat in 2015.

ALE was contracted by Petrofac to transport 260 Heavy lift (HL) / Out of Gauge (OOG) units and install 184 HL / OOG units for ORPIC’s Sohar Refinery Improvement Project located in the Sohar Industrial Area, some 210 km north west of Muscat.

The weights of the units varied depending on the components, from 96.5t to 920t. Dependent on the piece, ALE utilised 64 axle lines of SPMTs and 48 axle lines of conventional trailers to transport the pieces 2 - 4km from port to site laydown area / foundation.

Once in their final positions, ALE used multi-crane lifts to install the components, deploying 1,600t, 750t, 600t, 180t, 100t and 60t cranes, in order to lift each piece.

ALE needed to move the cranes using SPMT’s from one location to the next.

The teams involved worked together to ensure that all units were delivered and installed safely and on schedule to our client’s high quality standards.

ALE has completed the final module load-out for the Ichthys Project Onshore LNG Facilities in Thailand in January 2016.

ALE’s Thailand branch were contracted to transport 260 Heavylift (HL) / Out of Gauge (OOG) units and install 184 HL / OOG units for ORPIC’s Sohar Refinery Improvement Project located in the Sohar Industrial Area, some 210 km north west of Muscat.

The weights of the units varied depending on the components, from 96.5t to 920t.

ALE’s Engineering Manager, Worrasak Noenpa, who managed the project and ALE’s scope in Thailand, explained the challenges faced by the team: “ALE were required to complete the complex module loadout engineering design in collaboration with the client and the main contractor. Whilst it was challenging, we made sure all risks were mitigated and we found that the adjacent sea wall offered protection from wind and sea swells, ensuring relatively risk free load-outs.”

“The teams involved worked together to ensure that all units were delivered and installed safely and on schedule to our client’s high quality standards.”

It took almost one year to complete the transportation scope and seven months to complete the installation.

ALE has successfully completed the skidding, navigation and lifting manoeuvres of the 1,000t main arch as part of the Walterdale Bridge replacement project in the city of Edmonton, the capital of Alberta, in Canada.

ALE was contracted by APJV (ACCIÓNA – Pacer joint venture) to proceed with the skidding, navigation and heavy lifting of the main arch.

ALE used the monitored external ballasting system for modular pontoons. The skidding was performed by coordinating the skidshoes system located on land with the mooring system located on the barges. The mooring system was composed of four winches attached to the barge.

Once the skidding was completed, the arch was transported by two pontons located on the interior supports along the North Saskatchewan River until they reached the final position.

The arch was then positioned ready for the vertical lifting, which was carried out using four lifting units in just over five hours. ALE is expected to complete in the second and final lift, weighing 1,805t and measuring 146m long, in April 2016.

Álvaro Sáenz, Project Manager for the Walterdale Bridge Replacement Project, said: “This was a truly impressive operation. The team worked tirelessly to complete the critical skidding, navigation and installation of the 950t central arch necessary for the Walterdale Bridge replacement. We are very happy to have achieved this critical milestone,” said Pedro Martínez, ACCIONA Project Manager for the Walterdale Bridge Replacement Project.

The replacement project, with a budget of $155 million, involves the implementation of the first bridge of this type in the city of Edmonton. This modern structure, with two arches measuring 96m high, will replace the old Walterdale Bridge, which has served the city for over a century.
AZERBAIJAN

ALE established its first branch in the Caspian region in May 2013. The yard, which is also based within close proximity to Bosshelf shipyard and Sangachal terminal in Baku, is strategically located close to the major project sites as well as supporting regional demands.

“In September 2013, we became accredited by AZERMS. This accreditation is essential as it demonstrates that we are a recognised local entity and have a local base,” explains Faisal Mammadov, Regional Business Development Manager.

“This base in Baku means that international customers can tap into the ALE suite of services locally in Azerbaijan.”

The branch’s first project took place in December 2013 and since then they have worked across the civils, offshore and oil and gas sectors.

Work can be seasonal in Azerbaijan. April – October marks the navigation season between the Black Sea and the Caspian Sea when the sea and Russian river channels are not frozen. Because of the sheer size of the country and region Azerbaijan covers, a project usually takes place over weeks, rather than days, with multiple piece contracts rather than one-off single pieces. ALE’s project management is therefore attractive to our clients.

From Baku, ALE is working on projects across the Caspian and Central Asian region, particularly in Azerbaijan, Kazakhstan, Turkmenistan, Tajikistan and Uzbekistan. More recently, ALE has been awarded a major contract in Azerbaijan for the SDCAR Fertilisation Project. This is a major milestone for the region and is one of the biggest contracts awarded to date within the Caspian and Central Asian regions. The scope involves the land transportation of over 41 out of gauge (ODG), super out of gauge (SOOG) and super heavy units to the plant, as well as the provision of project management and engineering solutions. The project has commenced and involves the delivery of cargo-measuring 12m high - the highest cargo to have ever been transported in the country.

ALE will also provide the execution of bypasses and reinforcement of the bridges on the 100km route between Baku to Sumgayit.

It is an interesting and exciting time for ALE in the Caspian and Central Asian regions. ALE has performed the transportation management of 57 cargo vessels and transported over 200 pieces of equipment, weighing up to 200t, for the Shah Deniz 2-Terminal Expansion Project, near Baku.

To overcome this planning was required in advance to gain permissions to travel on the opposite side of the road. ALE arranged for the power company to lift the lines so the convoy could go underneath. To avoid the low bridge, ALE worked with the Police and local transport authorities so they could travel on the opposite side of the road with the required permissions and escorts.

ALE utilised a range of conventional trailers in different configurations and flatbed trailers to move the cargo approximately 25km to the Sangachal terminal, one of the world’s largest integrated oil and gas processing terminals. One of the critical elements of the project is to ensure the synergy of all processes and allocation of equipment, arranging permits and civil work to ensure a timely dispatch and release for next vessels from the port.
ALE LAUNCH ENGINEERING DEVELOPMENT PROGRAMME

ALE’s latest internal learning and development initiative, the ALE Engineer Development Programme, is now underway. After discussions at the global Engineering Forum in 2016, ALE’s Learning and Development team launched the programme as a way to enhance opportunities for engineers at ALE and ensure global consistency across our network of over 30 branches worldwide.

As well as some training and gathering practical experiences, the programme involves skills exchanges where engineers spend time at other branches in order to learn about the different technical specialties and challenges at other locations, directly from their counterparts - the equipment specialists.

Richie Mason, Project and Engineering Development Manager, said: “The Engineering Fundamentals Training Programme is being implemented in the UK, UAE, the Netherlands and Argentina, with plans to run globally.”

OPERATOR TRAINING SUCCESS

ALE has seen ongoing success with its house Standard Schemes of Training (SSOTs). There are currently 10 vocational training schemes, covering ALE’s global fleet of specialised equipment, from SPMTs and gantries, to jacks and the AL-5000 crane. It is compulsory for all equipment operators to enrol on a scheme, which gives them the opportunity to progress through different belt levels from yellow to brown and potentially all the way to black.

“SSOT’s run across the whole ALE group,” explains Kay Sproule, Global Training Specialist for ALE. “What is great about the SSOTs is that they are specific to us and our industry. They are designed to help prevent incidents, injuries or damage and maintain global consistency and quality. More and more our clients want to see traceability and evidence of the training our teams undertake, and SSOTs deliver this.”

“Over the last year we have seen the number of ‘black belts’, our expert trainers at the highest belt level, increasing in size. This is a fantastic achievement and shows the dedication and passion our teams put into their work. Building on this success, during 2016 we are looking to introduce new SSOTs that will cover additional equipment and sectors, including marine.”

ALE GRADUATE ENGINEER RECEIVES WOMEN IN CIVIL ENGINEERING RECOGNITION

ALE’s Laura Davies has won the John Pike Award for Women in Civil Engineering at Nottingham Trent University (NTU).

As an alumni student of Nottingham Trent University, Laura was nominated for the award by the university’s Board of Examiners who were extremely impressed by Laura, commending her academic performance and engagement with the Woman in Engineering group at the university. This group strives to promote the opportunities that exist for women in construction-related fields and assists undergraduate students in preparing for the world of work.

Laura, who, after graduating from NTU with BEng (Hons) in Civil Engineering in July 2015, joined ALE as a Junior Project Engineer and worked with the Hydro Deck and Marine team in Malaysia. She said: “I am really proud of the achievement. This is the result of hard work and safety efforts for this project. The Hydro Deck team, led by John Pike OBE, Vice President of Civil Engineering at Nottingham Trent University as part of the university’s annual Civil Engineering Students Awards.

ALE GIVEN SAFETY AWARD BY SHELL

ALE has received a recognition award by one of the industry’s biggest contractors, Shell. ALE won the ‘Goal Zero Hero’ award for their safety efforts during the superlift activities for the Malikai Project. In July, ALE jacked-up the Malikai Topside 40m high, before skidding the Topside a distance of 90m whilst at this elevation – making those the world’s highest jack-up and skidding operations performed on this scale.

Shell praised ALE for their commitments to safety on-site and their pro-active intervention of other safety related issues.

Edwin Böösser explained the safety measures put in place during the Malikai Project: “Safety and quality are always priorities when executing jack-up and skidding operations on this scale. We actively participated in the weekly safety meetings and raised awareness onsite by doing walkabouts, enforcing the safety standards and informing other parties as well as the safety crew of SHELL/MMH/MME onsite regarding potential hazards.

“We also made sure that whatever we did onsite was done safely and paid attention to simultaneous operations in our surrounding areas. If this wasn’t deemed safe by ALE we would not continue working and firstly solve the safety risks. It’s fantastic to be recognised for our safety measures and it highlights our best practice so far. It was the whole ALE crew who made it possible to receive this award.”

HSQE

ISO 9001:2008 CERTIFICATION

ALE’s Argentina branch has achieved ISO 9001:2008 which confirms the high work to and meets the requirements of the ISO 9001:2008 global standards, performing and maintaining the quality management system. The branch, which is the hub for the company’s South American region, was issued with the ISO: 9001:2008 by certification body, Lloyd’s Register LRQA.

Diego Garat, HSQE Manager in Argentina, said: “We have focused on setting high quality standards as part of the ISO 9001:2008, working hard to deliver a quality service that meets not only ALE’s but also the international standards our clients expect. The certification proves our compliance with these internationally recognised quality standards and regulations, and I’m very proud of everyone’s efforts and what the team has achieved.”

ALE RECOGNISED FOR WORLD CLASS SAFETY PERFORMANCE IN THAILAND

ALE has been presented with an award for World Class Safety Performance for 732 consecutive days without a lost time injury. The award was presented after ALE completed the final load-out of 151 modules on 13th January 2016 for the Ichthys Onshore LNG Facilities Project in Darwin, Australia.

As ALE’s work on the Ichthys Onshore LNG Facilities Project comes to a close in Thailand, the final load-out is complete, the award marks a great achievement and represents the pride the company takes in ensuring world class safety performance.

AUSTRALIA TEAM WIN SUBCONTRACTOR OF THE MONTH AWARD BY JKC AUSTRALIA LNG

ALE has been awarded the Subcontractor of the Month award by the IIF team from JKC Australia LNG.

ALE has been performing module load-ins for the Ichthys Onshore LNG Facilities Project in Darwin, Australia, using the Hydras Deck. This is the second time in the last year that JKC Australia LNG has recognised ALE’s hard work and safety efforts for this project. The Hydras Deck employees have played a big part in the IIF Incident & Injury Free program for the Ichthys site.

Ken Mansell, HS&E Advisor for ALE in Darwin, said: “I am really proud of the achievement. This is the result of commitment from the whole ALE team in Australia as the client recognised the team’s reduction in Total Recordable Incident Frequency Rate (TRIFR) of 53%, which is an outstanding effort.

What’s more impressive is that the project has maintained a TRIFR of 0 for the whole project to date.”

Q: When did you join?
A: 1st December 2015

Q: What is the focus within the UK?
A: The focus in the UK business is to remain market leaders and continue to push the boundaries with new innovative ways of thinking and working for the benefit of our clients and ourselves.

Q: What does the future currently look like for the UK?
A: In light of the current economic climate, I believe that the next 24 months will be challenging. We will continue to focus on quality, working safe, being sales driven and cost wise to uphold and grow our reputation as market leaders and innovators.

Q: What do you enjoy most about working for ALE?
A: I really like working within a family organisation that owns all the assets and everything, this is a strong engineering unit and a world-renowned Research and Development (R&D) department. We can concentrate on our local experience and quality service to our clients and work together to utilise our worldwide network of expertise.

Darren Adams –
Director, UK
The cranes were relocated from the Port of Zeebrugge to the Port of Antwerp. Prior to the load-out, the grounding of the crane on the jacking location was executed in a completely controlled and safe way. The separation distance between the sets was 34m.

For the pulling of the jacket, ALE used a system consisting of four hydraulic pumps of type 10PS, seven electric pumps of type 4PS and six ballast pumps, including cooling. The pumps acted together with the internal system of the barge to offset the cargo transferred to the barge during the operation. The pulling was carried out in just six hours at a speed of 16m per hour. The sheer size and weight of the jacket represented a new challenge that ALE successfully overcame.

As the cranes were disconnected from the electrical power during the upgrades, ALE used winches to relocate the cranes to and from the jacking location. The set-up consisted of two winches on both sides of the crane; two on one side for pulling, and the two on the other side for braking and precise positioning of the cranes above the jacketing system. The Mega Jack 800 remained on the same position for all four cranes. All four cranes were upgraded in six weeks, with one crane upgraded each week. It took one week for the mobilisation and assembly of equipment and another week for the demobilisation of equipment.

For the load-out, an external ballast system was installed consisting in four hydraulic pumps of type 10PS, six electric pumps of type 4PS and six ballast pumps, including cooling. The pumping acted together with the internal system of the barge to offset the cargo transferred to the barge during the operation. The pulling was carried out in just six hours at a speed of 16m per hour. The sheer size and weight of the jacket represented a new challenge that ALE successfully overcame.

For the pull-out, ALE used a system consisting of four pulling units in sets of two units of 900t and two units of 500t capacity. The separation distance between the sets was 34m. For the Chevron-operated Wheatstone Project, three towers were installed at each of the four jacking points, giving a combined capacity of 60,000t. From the central control unit the jack-up order for the operation was issued by means of the fully computerised control system, which included data logging, weather data and optional dimensional surveys.

The lift took seven hours to complete – considerably less time than traditional methods would have allowed.
FLOATOVER OF THE PB TOPSIDE, MEXICO

OVERVIEW: ALE were contracted to engineer, design and provide ballast calculations to perform the floatover of the PB topside in the Gulf of Mexico.

SERVICES REQUIRED: The PB topside weighed 8,882t. During the floatover, ALE used their specialist personnel, equipment and project management skills. To perform the floatover, ALE utilised a rapid ballasting system of 21,000 Cu.M/Hr capacity, comprising of six 24PS ballast pumps, 25 x 10PS de-ballast and six 325HP HPUs. The ballast pipework was installed on the client’s barge for the PB topside. ALE also carried out the load-out of the PB topside using strand jacks and an external ballast system. ALE also provided the ballasting for the jacket load-out and weighing services for the project.

TRANSPORTATION, LOAD-OUT AND FLOAT-OFF OF A LIFTBOAT, QATAR

OVERVIEW: ALE has successfully completed the land transportation, load-out and float-off of a liftboat, Al Safiya, at the client’s yard in Raslaffan, Qatar.

SERVICES REQUIRED: In order to transport the liftboat, ALE utilised 264 axle lines of SPMTs in a configuration of 12 x 2 file 22 axles and positioned these underneath the liftboat. The trailers moved along the route in a rotated angle at 90 degrees and were positioned ready for the load-out operation. Because of the space limitations onsite, a side load-out was performed onto a Load-out/Recovery (LOR) barge. The load-out operation was fully controlled by using a self-ballasting system on-board the LOR barge. The load-out operation took approximately four hours to complete.

As the liftboat had a high vertical centre of gravity with a full leg installed condition, ALE had to perform the float-off with additional buoyant supports and a spacer barge placed onto the LOR barge, as per the engineering plans. Additionally, ALE were required to lower the liftboat leg 1m to get additional GM of 1.7m. The float-off operation took less than 10 hours to complete, including the ballasting and preparation operation.

TRANSPORTATION OF TWO MODULES, VENEZUELA

OVERVIEW: ALE has transported two modules, weighing 127.5t and 220t, from the Port of Guanta to El Chaure. These modules are part of the Puerto La Cruz Refinery’s Deep Conversion Project.

SERVICES REQUIRED: The modules were transported to El Chaure, approximately 3km away, for the Puerto La Cruz Refinery’s Deep Conversion Project. Each module was transported separately on 12 axle lines of SPMT.

TURNKEY OPERATION FOR A SOLAR FARM SITE IN THE NORTHERN CAPE, SOUTH AFRICA

OVERVIEW: ALE has successfully carried out the handling and transportation of various solar pieces from the Port of Luderitz, Namibia and Port Elizabeth, in the Eastern Cape to the Thermoelectric Solar Plant in Bokpoort. The plant was based in the remaining extent of the Bokpoort 390 farm, situated in the Kheis local municipality of the Northern Cape province.

SERVICES REQUIRED: The solar pieces included an oil interchanger, steam turbine, steam generator system, transformer, condenser, preheater, ullage tanks, Horizontal Flash Tank (HFT) vessel, workshop tanks, blow-out protector and HFT heaters. ALE received the various solar pieces, weighing between 30t to 230t, under hook in the Port of Luderitz and Port Elizabeth. ALE offloaded the vessel as quickly as possible and within the given deadline to avoid any demurrage costs. ALE provided staging systems, for the offloading and loading in the Port of Luderitz.

ALE then used 71 axle lines of conventional multi-axle trailers for shuttling to and from the ship and laydown area. To transport the accumulators to site, ALE used various multi-axle transport combinations and returned to the laydown area to reload additional solar pieces and transport back to site.

Once at the solar farm site, ALE utilised various trailer combinations, including conventional and low bed trailers, to install the components using the LG 1750 crane, the 500t strand jack gantry installation skidding system as well as the 4 post lifting system.