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25th - 26th - 27th, March 2010,
World Trade Centre, Mumbai

CONFERENCE :
25th - 26th, March 2010, Taj President, Mumbai

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17

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SAL & Sai Maritime do it once again!

...unload 3 reactors—heaviest ever handled at Kandla Port

Exim News Service
GANDHIDHAM, March 7

IT is a hat-trick of breaking records for SAL
Germany and Sai Maritime—this time at

Kandla Port.

After the successful loading of a 585-tonne boiler block in April 2009 from Mundra Port and thereafter loading a 1,006-tonne reactor from Mumbai Port, they have now joined hands to unload 3 of the heaviest reactors on March 1 at Kandla.

The 3 reactors admeasure:

- ★ 36.45 m l x 8.5 m w x 6.8 m h weighing 703 tonnes
- ★ 32.3 m l x 8.5 m w x 6.9 m h weighing 724 tonnes
- ★ 37.4 m l x 8.5 m w x 7.15 m h weighing 848 tonnes

The reactors were manufactured in record time

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One of the reactors being efficiently handled

SAL & Sai Maritime do it once again!



Barging was part of the overall operation

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by Larsen & Toubro at its Hazira Manufacturing Complex for Guru Gobind Singh Refinery Project, HPCL Mittal Energy Ltd (HMEL), Bhatinda. For the sea-carriage of these reactors from Mumbai to Kandla, L&T had contracted a heavy lift self-geared vessel with the heavy lift specialist team of SAL and Sai in November 2009.

Intensive planning meetings were held in the ensuing months between Larsen & Toubro, consignees HMEL, Sai Maritime, barge operators Lift & Shift and transporters Reshamsingh & Co. to ensure a smooth loading and discharge operation.

The reactors were brought from Hazira to Mumbai on Barge AF 300 operated by Lift & Shift and transhipped on to SAL ves-

sel *m.v. Anne-Sofie* at Mumbai inner anchorage. The vessel, one of the Type 176 series operated by SAL, was built in 2008 and is self-geared with 3 NMF cranes— 2 of 700 tonnes SWL and 1 of 350 tonnes SWL. It sails at a service speed of 20 knots.

The challenges of receiving the 3 heavy lift equipment in 24 hours at Kandla were awesome, keeping in mind the



m.v. Anne-Sofie in all its splendour

tidal range and restriction to only berth number CJ-10. However, it was accomplished in less than 24 hours, thanks to the advance planning on board *m.v. Anne-Sofie* by the Master and crew who had rigged the first heavy lift for discharge even prior to the vessel's berthing in order to save precious time!

This operation could not

have been possible without the cooperation of Kandla Port Trust, Additional Traffic Manager, Mr M. S. Balani, Traffic Manager, Mr H. C. Venka-tesh, the dedication and hands-on approach of Mr K. N. Vashi and Mr R. D. Nakrani of L&T Logistics, and the Sai Maritime operations team at Mumbai and Kandla.