

Celebrating 125 years
**MALIN
ABRAM**
Established in 1899

CONTRACT RECORD M488

OFFLOAD OF LINKSPAN



Figure 1: Linkspan in transit on the Whitecart.

OVERVIEW

Malin Abram were sub-contracted by George Leslie to manage and oversee the offload of the Kennacraig Linkspan, which was transported from Fairlie to Westway via barge on the Cart river. The cargo was offloaded at the quayside before being moved, by trailer to G2 for refurbishment.

CARGO

Linkspan - 7.3m Long x 8.4m Wide x 1.5m High @ 45t

CHALLENGES

Our client had a very tight window to prepare, which necessitated a very responsive service. Prior to the linkspan arrival at Westway, George Leslie requested Malin to provide engineering support to supply a seafastening plan and calculations for the passage of river transport of the linkspan on the barge from Fairlie to Westway. The team were also contracted to supply cranes to the quayside to offload the linkspan from the barge, which was brought up the river Cart by George Leslie. This also provided a challenge owing to restrictions in space at the quayside.



Figure 2: Lift of cargo at quayside

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Figure 5: Malin Abram handed over to Malin Equipment colleagues at the quayside.



Figure 3 & 4: Lift of cargo at quayside; Malin Abram handed over to Malin Equipment colleagues at the quayside.

SOLUTIONS

The barge successfully sailed from Fairlie to Westway, a 2 day transit, following the successful delivery of seafastening plans. Given known quayside restrictions at Westway, Malin Abram selected the most suitable crane (500t mobile) for the operation and hired on a contract lift basis. To allow the 500t crane to set up on a level, stable base, x27 Ekki Timber mats were installed in the recess in the quayside prior to the arrival of the crane. A smaller 60t crane was mobilised ahead of the 500t crane to pre-lay the timber mats, meaning the 500t crane could arrive on the morning of the load in, rig up, and be ready to lift, avoiding extra hire time on the big crane.

The whitecart bridge is a rolling lift bascule bridge, and is in fact the last remaining lift bridge in Scotland. A bascule bridge (or drawbridge as it is also known) is a moveable bridge with a counterweight that continuously balances a span, or leaf, throughout its upward movement to provide clearance for marine traffic. On the arranged date of arrival, the bridge opened at the agreed time and the barge arrived without issue. Malin Abram attendees held a toolbox talk with all relevant parties to ensure that the planned lifting operations were safe and efficient. Several stakeholders and interested parties were on-site including the client and end client, their marine asset provider, the dock owners and other dock tenants as well as Malin Equipment, who all had to be informed and made aware of the operations and their roles. As part of the toolbox talk, it was made clear that anyone can stop the job if something is unsafe or to highlight any areas of concern through the required lines of communication. The unit arrived on the barge pre-rigged and was hooked up and lifted onto the waiting Malin Equipment trailer. The unit was handed over to Malin Equipment and the crane demobilised. The Ekki mats were uplifted the following day and the site left in a clean and tidy state.