



Scrap Kings – The Race to Load 20,000 tonnes of Metal at Immingham

VITAL STATISTICS

Project:

First ship of the year to export metal from Ward's Immingham dock

Client:

Habas

Sector(s):

Re-inforcing bar production

Material(s):

Ferrous scrap metal

Location:

UK - Chesterfield & Immingham

Date:

February 2019



In brief

#TeamWARD had to pull out all the stops to hit the deadline for its first shipment of scrap metal to Turkey in 2019 or face a £15,000 cost for every day of delay. With 20,000 tonnes of metal to recover, process and load onto the 200 metre-long vessel, it was a race against time for brothers Thomas and Donald Ward and their teams.

Increasing exports

In April 2018 Ward opened its fifth site, a dock at ABP Ports in Immingham. The £1million+ investment was a key milestone for the fourth generation, independent family business in expanding its metal processing capabilities and increasing its export potential.

The 2.5 acre port facility near Grimsby, with the capacity to hold up to 30,000 tonnes of material at a time on stock, enables the deep sea shipping of metal cargo to new destinations, particularly Turkey - the main importer of scrap metal in the world.

Meeting the challenge

Having worked hard to find buyers, including foundries and rebar producers, they were on countdown to load the first ship with 20,000 tonnes of Heavy Melting Steel (HMS) 1 and 2, grade 80:20 destined for Habas in Nemrut Bay, Turkey.

With just one week until the scheduled date of departure, the Ward teams in both Immingham and its sister site in Chesterfield, worked around the clock to prepare scrap metal for loading.

Case study: Scrap Kings

The Race to Load 20,000 tonnes of Metal at Immingham



Modern methods

In Ward's early days, scrap used to be processed by hand with little or no technology and limited use of computers or automation. Now it is processed by monster machines such as the 1,000 tonne shear in Chesterfield, capable of processing 50 tonnes per hour, sometimes as much as 300 tonnes per day. Ward's £2million custom-built shear means that large 10 metre lengths of metal can be fed in and smaller 0.5 metre chunks come out the other side, maximising the capacity for storage.

Down to the copper wire

Part of the ship's load was due to be made up of decommissioned metal from a nuclear power plant. The Chesterfield team had just two weeks to strip, slice and prepare the enormous structure for the shear. This involved stripping the energizing coil of a rotary system for giant reels of copper wiring to be recycled - maximising every last scrap of metal for reuse.

Getting the copper out is a very labour-intensive job, as it is hidden between thin strips of propane insulation. The rubber pipe has to be melted at 2000 Degrees Celsius and a forklift is then brought in to extract the copper. Working on a very tight deadline, expert scrap burner Terry does his best to work as fast as he can, but dismantling the metal structure is delayed due the copper extraction.

All hands on dock

Over 75 miles away at Immingham Dock, two Sennebogen 830 material handlers were working night and day to sort material and prepare metal for loading the ship. The last 2,000 tonnes had just four hours left to load, despite the team working in 12 hour shifts on rotation.

The pile of scrap is worth around \$7.5million and the team had to get every penny they could from the scrap metal.

To make the deadline they brought out the big guns – the Gotwald ABP port crane weighing 280 tonnes with a 100 tonne lift capacity. As a comparison, 25 tonnes is equivalent to an artic lorry full of scrap. The Sennebogens sorted the scrap to provide a boat-ready piles of clean metal with each three tonne grab

The metal load had to be spread evenly across the ship's ballast to ensure it was balanced. To facilitate this the team took two 27 tonne excavator through the air into the ship's six holds to compact and compress the scrap.

Want to find out more? Contact...

Thomas Ward
Commercial Director
thomas@ward.com
+44 (0)7990 007 166

In photos



Around \$7,500,000 worth of scrap metal was processed around the clock



A birds-eye view as ferrous metals are loaded onto the Turkey-bound cargo ship



This 280-tonne Gottwald port crane has a lift capacity of upto 100 tonnes

Scrap Kings – The Race to Load 20,000 tonnes of Metal at Immingham

Sustainable success

After a week's hard graft, at the end of the shift, the team had successfully met the 20,000 tonne target to send the ship to Turkey on time. A huge win for Ward and a sustainable success story for a pile of scrap.

Within two weeks of arriving in Turkey, 4,000 nautical miles away, it would be melted in a furnace to make new products. The recycled metal will be then be shipped around the world giving it new life.

“Many of the pieces of metal were probably produced in steelworks here in the UK many years ago and then used in building for 100 years and now they’ll leave and find a new home abroad.

“This first ship of 2019 heading for Turkey was another major milestone for Ward and our metals business. The team’s done really well, really pushed it.”

Thomas Ward, Commercial Director



SEE FOR YOURSELF

Quest TV joined Ward throughout the project and filmed brothers Thomas and Donald Ward and their teams working hard to meet the imminent deadline. It featured on Sky show “Scrap Kings – The Seven Million Dollar Man” in 2019. You can watch the full episode at cutt.ly/scrap-kings or click on the TV



For more information on Ward and its metal buying, selling and export services, visit www.ward.com

WARD

www.ward.com | 0345 337 0000