

**MALIN  
ABRAM**

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ABRAM**

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**INNOVATING  
HEAVY LIFT  
SOLUTIONS**

PART OF THE  
 **Malin Group**



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# MALIN ABRAM: OUR STORY

**WE CAN TRACE OUR COMPANY ROOTS AS FAR BACK AS THE MID-18TH CENTURY, WITH INVOLVEMENT IN SHIPPING AND SHIP DELIVERY THROUGH THE SUCCESSFUL YEARS OF SHIP CONSTRUCTION AND TRADE ON THE RIVER CLYDE**

This was a time of significant growth in the UK, built on the back of the success of the British empire. Glasgow, also known as the “second city of the empire” during this time built a wealth of navy & merchant navy vessels. The early roots of Malin Group were involved in the delivery of these vessels around the world.

At our home in the South Rotunda we hold archives stretching back to the late 19th Century. These provide an interesting glimpse into the life and economics of the shipping industry at the time.

The Group have since both grown and diversified, and over the last 15 years has given life to a number of additional, specialist companies, cementing the Groups place as one of the most comprehensive providers of end to end marine solutions in the world.

A key part of this is the growth of the Abram offering: we can trace our specialist heavy lift shipping roots back to the 1980's with Henry Abram & Sons diversifying from ship delivery into heavy lift transportation. After four decades of significant growth, came the creation of Malin Abram, combining the expertise and heritage of Henry Abram, with the energy, dynamism and creativity of the Malin Group.



# OUR HOME

Malin Abram are based in the iconic South Rotunda building in Glasgow, which has a history stretching back over 150 years. It was once famously the southern entrance to a tunnel under the River Clyde. A building steeped in heritage, reinvigorated for a modern, innovative office space, it is the perfect home for Malin Abram.

# OUR VISION AND VALUES

**'TO BUILD INNOVATIVELY ON THE VALUES AND EXPERIENCE OF OUR HERITAGE, TO BE AN EXPERT PARTNER TO OUR CLIENTS ON A GLOBAL SCALE...'**

This is a vision that we share, along with four common values:

## **INTEGRITY**

We are true to our family values and heritage, have respect for industry best practice and place the client needs above all else.

## **EXCELLENCE**

We demonstrate expertise, value continued training and development and are committed to always finding the best possible solution.

## **CREATIVITY**

We are committed to ingenuity, innovation and continuous development in our service offering and processes on a local and global scale.

## **IMPARTIALITY**

We are solutions focused and have a commitment to demonstrate impartiality and trust in all that we do for our clients and colleagues.



# OUR APPROACH

We work with our clients, worldwide, to provide a value add service across all facets of heavy lift – including technical, operational and project management services.

We are driven by our client's needs – we work to ensure clients hire the optimum level of equipment from as wide a supply chain as possible, giving the best overall outcome at a realistic price.

Through feasibility studies, we work with clients pre-tender to identify optimum solutions for handling, movement, lifting, shipping and installation. This significantly de-risks the operational phases, by solving many operational issues at the earliest stage.

We can offer full turnkey pricing on all heavy lift projects, with the scope tailored fully to meet your needs. We can complete all operations on your behalf, from hiring all equipment, as well as assessing the integrity of the cargo for handling.

## REDEFINING HEAVY LIFT SUPPORT

Malin Abram redefine what you can expect from a heavy lift partner. We offer project management expertise in the area of transportation, no matter how specialist, as well as a full range of technical services. These include cargo verification studies, in addition to design and build of complex lifting and handling equipment.

Heavy lift to us is more than the operational side of supplying cranes, ships, barges and heavy haulage. We offer specialist lifting beams, complex cradles and handling jigs, as well as the design and manufacture of bespoke handling and manipulation toolsets for manufacturing and maintenance applications.

Our team of engineers can assess your needs and propose optimum solutions based on equipment that is readily available for hire or more specific, long term bespoke solutions incorporating hydraulic actuators and custom control systems.



# OUR CLIENTS

## FREIGHT FORWARDERS

We are on hand to support all nature of logistics projects, having extensive experience of partnering with freight forwarders worldwide. This partnership works very well, with our freight forwarder clients providing the scale of support required by very large projects, with dozens of in-country customs and logistics team members. We, in turn, provide technical support as required through the supply of technical drawings, documents & calculations. In addition, Malin Abram also provide document review and site supervision services.

## SHIPBUILDERS

Our ship building clients are often faced with a range of heavy-lift challenges. These range from lifting and turning of large units and blocks, building of support jigs and cradles, movement of hull components, through to the launching of vessels using semi-submersible barges.

### LIFTING AND TURNING STUDIES

During the build or repair of a ship, many sub-components will require lifting and turning. The lifting and turning of units is part of any modern shipbuilding process due to efficiencies that can be gained by building units upside down (anti-ship); this allows easier fitting and welding of complex shaped steel. Units that require to be lifted and turned will need additional handling lugs, structural analysis and lifting analysis carried out in order to ensure a safe lift.

Most of our shipbuilding clients have internal production engineering departments that offer technical assistance in day to day operations. We offer added value through acting as heavy lift experts to assist with more complex

problems. We are also on hand to provide an additional resource in situations where the client's internal teams need assistance due to a large number of projects being executed at the same time.

### CRADLES AND JIGS

When moving ship parts, complete units or even whole ships on trailers or vessels, the shape of the ship or unit often dictates that a build or transport jig is required.

Our experienced team design transport jigs and frames that can carry complex hull units as well as whole blocks and vessels, weighing over ten thousand tonnes. These jigs and frames also allow the transporting and launching of ships on the back of heavy lift semisubmersible vessels.

The design of these jigs varies dramatically, from simple beams for load-spreading using readily available material, to complex assemblies that have their stiffness finely tuned in structural analysis software to ensure equal distribution of load and minimum deflections under use.

### TRANSPORT AND MOVEMENT OF UNITS AND BLOCKS

We have a long history of assisting ship builders move small and large sub-assemblies between different points of manufacture. A range of skills and competencies are required for such transport operations to be successful, with any gaps having potentially significant risk and cost implications.

Our expert engineering team ensure that the appropriate seagoing vessel is selected, and our chartering experience ensures that the

vessel is chartered under the best terms and in line with project requirements. Our engineering team then carry out the detailed engineering required to deliver the ship unit, including load-out ballasting calculations, trailer stability and strength, sea fastening, support design and vessel stability during the sea voyage. The integration of all services, including technical and operational requirements are managed by our in-house project managers, providing a fully integrated offering.

When an operation goes live, our marine and site operations team attend on site to ensure that all subcontractors are working as part of an integrated team. We complete safety reviews, daily toolbox talks and daily progress reports, all of which are fed back to the client, to keep them abreast of progress at all times.

### VESSEL LAUNCHES

Not only do we deliver sub-sections, we also assist shipyards with the launching of vessels using semi-submersible barges. This method of vessel launching has gained popularity in recent years, as it offers the advantages of a floating dry dock or ship lift, but without the capital expense of building, owning and maintaining such an asset.

This type of operation offers a wide range of benefits including an increase in pre-launch outfitting, as well as a reduction in post-launch dry-docking requirements.

### HEAVY FABRICATION YARDS

We partner with heavy fabrication clients to move sub-assemblies between yards, as well as to carry out lifting and turning engineering support, ensuring the integrity of units is maintained during handling and build.

When the final assembly is complete, we are there to conduct the load-out and shipping of the component to its final delivery location, anywhere in the world.

This assistance ranges from the supply of all services to complete the roll out and shipping, to the supply of discrete services such as third party review, design of bespoke mooring spreads to the supply of the marine asset and sea fastenings only.

## EQUIPMENT MANUFACTURERS

Equipment manufacturers produce a wide range of products from tunnel boring machines, transformers, wind turbines and railway stock, through to large modules and process plant equipment weighing many thousands of tonnes. We are on hand to offer expertise on how best to transport, lift and handle these items.

We offer guidance at design stage, which has positive financial implications when it comes to handling, moving, and shipping equipment later in the manufacturing cycle.

Assistance also includes the design and manufacture of build jigs to support and re-orientate sub-assemblies during the erection process, as well as jigs and transport aids for moving components by land, sea and air.

We also assist with vessel chartering, crane and heavy lift equipment hire and on-site supervision of both delivery and installation.





### TUG OR BARGE OWNERS

We offer a range of services to tug and barge owners, from support on suitability surveys, drafting tow plans, designing sea fastening supports to proving design input on new builds.

In addition, we may offer technical assistance with regards the compliance of a project scope to a barge owner bidding or executing a project.

For tug owners and barge owners our relationship is primarily one of charterer. We have an extensive network of owners that we regularly charter with, covering delivery transportation and marine projects.

### HEAVY LIFT VESSEL OPERATORS

owners of modern heavy lift vessels operate complex and very capable ships. Many of these owners also have equally capable technical departments allowing them to design sea-fastening layouts, lift plans, deck strength checks and seakeeping analysis in-house.

In partnering with these owners, we assist the owners' technical departments in cases where the resources are stretched, perhaps due to several contracts being executed simultaneously.

In addition, we offer specialised services such as design and build of large, complex and bespoke lifting beams.

Many new heavy lift vessels offer significant savings by completing a dual role of both transportation of equipment, as well as equipment installation offshore. We have extensive experience in offshore operations through our wider Malin group offering across Aberdeen, Glasgow and beyond.

### SUBSEA CONTRACTORS & OPERATORS

We work closely with subsea operators for transport and shipping of a wide range of components. These include subsea templates, reels, and other structures with the transport often from the point of manufacture to the point of installation.

We offer lifting integrity checks on spools and other structures. This is combined with design and supply of bespoke rigging, lifting beams and test weights, from our in-house fabrication facility.

An integrated service is also available which allows key project tasks to be linked together such as transport to quayside mobilisation and deployment analysis offshore.

### PROCESS OR ENERGY SITE OPERATOR

Process sites, refineries and power generation companies both on and offshore form part of our valued client base.

The services range from lifting and handling support associated with planned maintenance to the delivery and support connected with wholesale equipment replacement and upgrading.

Delivery of equipment into existing facilities carries with it a range of complex problems. Very often there are well established heavy lift routes from nearby port facilities but once on the site, space can become limited.

In addition, time is often a constraint when equipment installation requires a shutdown or when an equipment upgrade or replacement affects the operation of a plant. We have delivered a range of services from the delivery of dozens of shipments of components constituting an entire power station to novel lifting and handling support for generator maintenance in very congested areas.

### EQUIPMENT OWNER AND FELLOW HEAVY LIFT OPERATORS

As well as hiring equipment during the execution of projects, we also support the owners of this equipment when it comes to overspill engineering or third-party review of cargo integrity or indeed detailed marine operations technical support and analysis.





# OUR SERVICES

**WE ARE EXPERTS IN THE MOVEMENT AND HANDLING OF UNUSUAL CARGO AND EQUIPMENT, WITH A FOCUS ON THOSE THAT HAVE A HIGH TECHNICAL REQUIREMENT OR LIE IN THE MARINE SECTOR.**

Our services are used across multiple industries, ranging from oil majors, subsea companies, shipyards and heavy fabrication yards, to traditional and renewable energy companies, as well as clients across a range of sectors that just need something moved, handled, shipped or installed.

A range of different offerings are available for heavy lift support. These include:

- Contracting direct with an equipment owner (either via one of the large global brands or using a local contractor) to execute the project using their own equipment;
- Utilising the services of a freight forwarder, who will hire in the equipment and team required to deliver the project;
- Employing a shipbroker to find the right marine assets and put in place a marine contract to effect a move; or
- Using a technical or project management consultant who will manage certain aspects of the move on your behalf.

We are here to support across this range of offerings, ensuring that your project is executed under terms that are most appropriate and suited to your circumstances. Services provided include:

- Deck check strengths
- Design and build of grillages
- Design and build of lifting beams and equipment
- Design and build of transport cradles and frames
- Design and build of fabrication jigs
- Design and build of bespoke mechanical handling tooling
- Float-on/float-off engineering
- Global integrity checks on cargo
- Lifting and deployment studies
- Lifting and turning studies
- Marine and site operations supervision
- Marine warranty surveying
- Mooring analysis
- Motion response analysis
- Port infrastructure and access studies
- Project management
- Roll-on/roll-off engineering (RO/RO)
- Sea fastening design
- Stability checks and naval architecture services
- Stowage plans
- Suitability services
- Towage analysis and engineering
- Trailer stability checks and strength checks
- SPMT and crane supply/hire
- Transport and movement of vessel units and blocks
- Transport Route Surveys
- Vessel chartering





# TURNKEY TRANSPORTATION SERVICES

**WE OFFER A FULLY TURNKEY SERVICE, VIA ONE SINGLE INTEGRATED TEAM. WE TAKE RESPONSIBILITY FOR ALL ASPECTS OF THE PROJECT AND OFFER A SINGLE FIXED PRICE FOR THE WORK THAT WE THEN MANAGE AND DELIVER AGAINST.**

You simply need to outline the nature of the cargo to be moved, the collection point and the delivery or install location and we are on hand to take care of the rest.

We will organise the collection at your site and transport to the port of loading. This may be by road and delivery to port cranes, or cranes that we will source locally and oversee. Or it may require a move via an inland waterway, with us sourcing and supplying a suitable tug and barge, arrange the loading at your facility and then the discharge at a larger transshipment port to allow your cargo to be loaded to a seagoing vessel.

All aspects of the project are covered by us – from sourcing and negotiating a suitable seagoing vessel, to loading and securing to ensure the cargo is safely stowed for transportation. We are also here to handle all discussions with the local land and marine service providers for you, including ensuring that the local port authorities are aware of the movements and any special procedures or permits that are required are in place.

The design work needed to ensure that the vessel is fit for purpose, and then drafting of all plans, design calculations and any negotiations with a third party warranty surveyor is all handled by our in house team. Typically this same team will attend on site and make sure that all loading and securing proceeds to plan.

At the discharge and delivery end our team will manage all aspects of cargo handling and onward movement to the delivery or installation location.

To deliver this full turnkey service to you, we offer in-house:

- Tendering and procurement - We will put in place a robust purchasing programme and plan that will map out your project's requirements against a work breakdown structure that identifies the physical and intellectual resources required to effectively deliver your project. We do this via a close knit handover from our tendering team to our project execution team made up of experienced project management staff using robust project management controls.
- Supply chain networks - Thanks to our long experience in the field of heavy lift transportation, we enjoy a well connected and diverse equipment supply chain that can be brought to bear on any challenge your heavy lift project faces both at inception and throughout its life.
- Experienced experts - Our team covers a variety of specialities, including trailer experts, crane/lift engineers, naval architects, structural engineers and marine superintendents. This team ensures that marine operations, land activities and any design services that would be required can be managed by our responsive team all of whom are employed directly by us. This gives us a broad technical capability that can cope with a wide variety of heavy lift challenges from mooring studies, structural analysis, vessel and trailer stability, and crane studies.
- Chartering and contract support - In house chartering and contracts experience allows us to effectively handle all aspects of the delivery of all marine assets required. We understand and can effectively negotiate a wide range of contracts and understand the different nuances across the range of chartering specific to the classes of marine vessels and assets that a heavy lift project would require. This could be inland and seagoing barges and tugs, support craft, short sea coaster vessels, semi-submersible vessels, geared vessels and floating cranes.





# BESPOKE MECHANICAL HANDLING EQUIPMENT



**OVER TIME WE HAVE DELIVERED AGAINST A LARGE RANGE OF DESIGN CHALLENGES ACROSS SECTORS AND INDUSTRIES, LEADING TO INNOVATIVE, FORWARD THINKING AND NOVEL SOLUTIONS, TAILORED TO CLIENTS PARTICULAR NEEDS.**

The term mechanical handling at its core represents the requirement to, “support an item during fabrication, erection, integration or transportation.”

This support may be designed such that it features as part of the end support solution post installation or integration, and/or provide a means of relocation or re-orientating an item using motive force either internal to the support mechanism or external to it.

Broadly speaking, we split mechanical handling equipment and design services into two key groups namely “Static” and “Articulated”.

**Static Equipment** - equipment that has no (or negligible) mechanisation. It covers products such as:

- Inline lifting equipment, lifting beams, spreaders and attachments
- Build stools and load spreading
- Jacking and lifting points or attachments
- Transport beams and cradles
- Build and handling jigs

**Articulated Equipment** - equipment that has a varying degree of mechanisation and articulation built in. It covers a much broader range of products such as:

- Lifting using buoyancy, A-Frame, gantry and spanning beams or jacking from below
- Rotating equipment using single or multiple points of connection and via a single point of articulation or multiple points
- Reorienting equipment using hydraulic power, either rotary drivers or linear acting about a fulcrum
- Motive force in any of the 3 axis of movement using winches and sheaves, tensile strands, inline hydraulics via single stroke or via multiple stroke actuation

To deliver such a broad range of design challenges requires, at its core, a team that fully understands the technical, practical, operational and legislative drivers at play. This team must meld this practical experience with an understanding of mechanical design as well as hydraulic and control system skills.

Over time we have delivered against a large range of design challenges across sectors and industries, leading to innovative, forward thinking and novel solutions, tailored to clients particular needs.

So, for example, concepts that have been used to solve challenges in the industrial space on land, have been marinised and used offshore in a dynamic environment. Similarly, concepts, designs and experience used when developing temporary solutions in the erection and transport sectors have been translated to bring innovation to the provision of permanently installed equipment.

Furthermore there is a hybrid of solutions that can be employed for low frequency use or highly specialised scenarios that deploy both specialised, bespoke equipment coupled with equipment that can be readily hired in the open market such as skidding systems, hydraulic jacks and modular trailers to provide cost effective and highly specialised solutions. This cross sectoral approach, enables us to harness the technologies and methodologies best suited to your requirements, at the best cost and lowered risk.



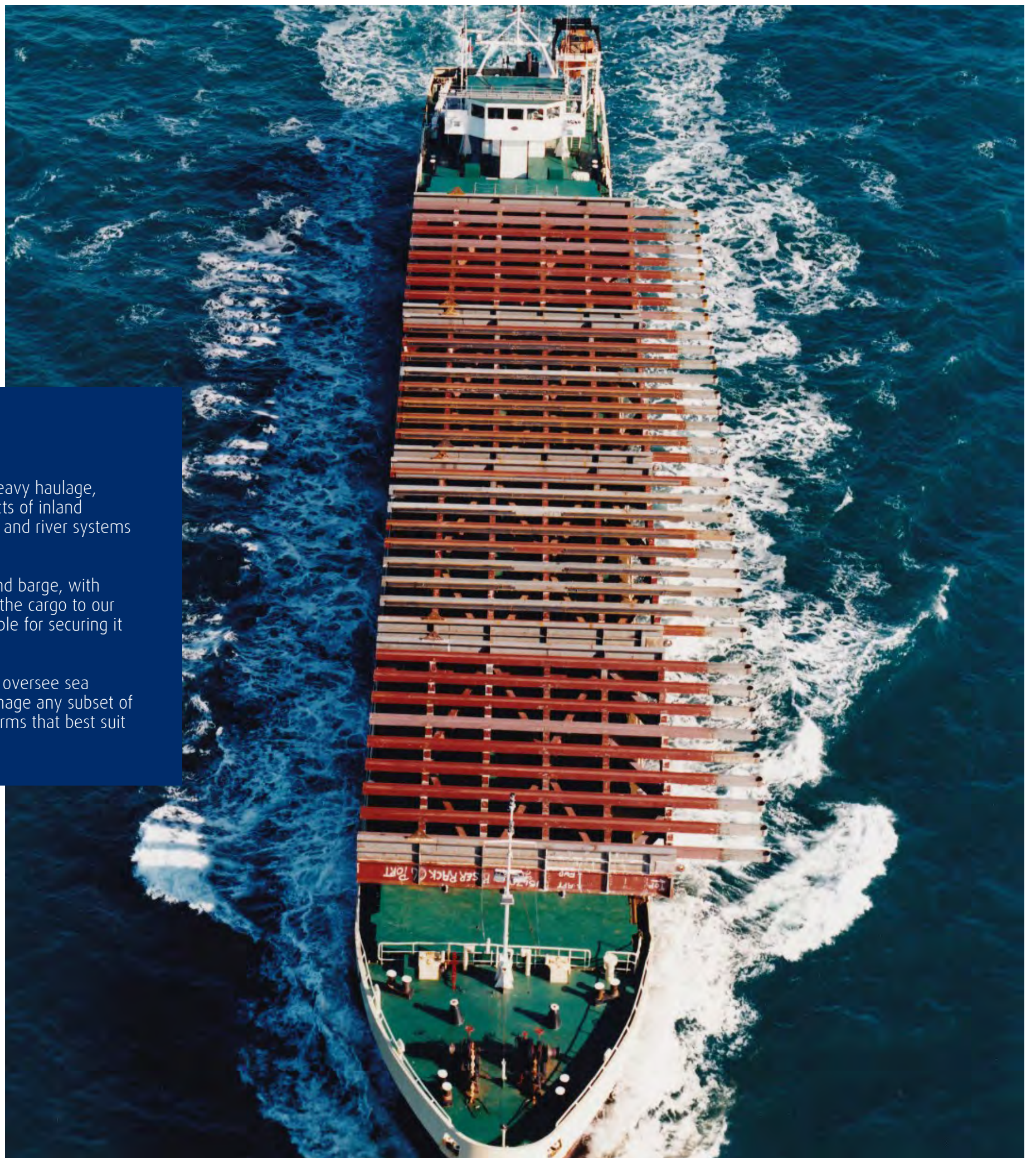
# LIFTING, SHIPPING AND HAULAGE SERVICES

## WE TAILOR OUR SERVICE OFFERING TO SUIT CLIENT'S REQUIREMENTS.

This may cover the delivery of a cargo to a loading port, handling all permits, heavy haulage, cranes and access restrictions in the case of a land move, or looking at all aspects of inland waterway movements and transshipment in the case of delivery via local canals and river systems to a client supplied sea going vessel.

In other cases, the client may require us to supply the seagoing vessel or tug and barge, with all loading and discharging requirements handled in-house. Here they will load the cargo to our vessel and we will then take receipt as it is landed to the deck and be responsible for securing it for sea transport.

Whether you require us to supply a crane and some bespoke lifting equipment, oversee sea fastening installation or arrange for site surveys and road transport, we can manage any subset of the range of services in a typical heavy lift contract – and do so with contract terms that best suit your needs.





# DESIGN AND THIRD PARTY WARRANTY SUPPORT SERVICES

**FOR THOSE CLIENTS WHO MAY HAVE ALREADY PLACED ALL PRIMARY CONTRACTS OR HAVE ALL OF THE OPERATIONAL SUPPORT, EQUIPMENT HIRE AND CHARTERING IN PLACE – WE ARE ON HAND TO ASSIST WITH TECHNICAL SUPPORT AND ON SITE SUPERVISION.**

This form of contract can be broadly split into two main categories, namely third party technical authority services and independent technical support.

## Technical authority services

These are normally those required by underwriters who carry responsibility for insuring a client's cargo, but sometimes the client themselves look for oversight of work they have contracted as part of internal due diligence and project support. Regardless of which it is, we will ensure that the operation is executed in a safe and controlled manner. We ensure that seafastings and stability of the vessel is acceptable and all marine operations are well thought out and suitably risk assessed and planned. Similarly, we will ensure that any trailer arrangements, crane lifts and other land based operations are carefully managed and confirmed to be technically sound. When operating services under these conditions, a clear line must be drawn between delivering services and reviewing services to ensure that clear liability and sub contractor controls are in place. We do however differentiate ourselves from many other warranty and third party review authorities by using our in house technical experts for oversight that also deliver projects day to day for us, thereby ensuring a knowledgeable and practical approach to design reviews with constructive guidance and feedback that aims to reduce the cost to you, as well as risk, wherever possible.

## Independent technical support

This covers a wide range of heavy lift design and support services, including ad-hoc support for projects where gaps in the supply chain or project technical expertise becomes apparent.

The range of services may also differ depending on the type of operation:

- For lifting operations we can offer lift plans, design rigging spreads, assistance with on site audits and reviews, lift oversight and site supervision.
- For marine operations we can undertake all forms of planning, storyboarding of operations, production of risk assessments and method statements. Design and technical tasks from seafastening design and supply, ballast calculations, strength checks, grillage design, mooring studies through to motion response and offshore deployment analysis all can be undertaken by our in house teams.
- For trailer operations, we can review stability, trailer strength, assist in trailer selection as well as swept path and access studies.





# OUR FABRICATION FACILITY

## A SPECIALIST SITE

We offer a truly turnkey service through our dedicated fabrication facility, encompassing design, fabrication, delivery and installation. Our design capability covers all stages of manufacturing including concept, front end engineering design (FEED), detail design, non destructive testing and production design, as well as full CAD support including 3D and finite element analysis (FEA).

The site itself benefits from a large external laydown area with a footprint of 2000m<sup>2</sup> and direct access to the loadout quay. This is combined with our own on-site dock facility, which has been specifically designed for the marine transportation of heavy/bulk unit loads by RO/RO (roll-on/roll-off), or LO/LO (lift-on/lift-off) cargoes. This high-end facility enables us to provide clients with an alternative, cost effective and efficient shipping solution for large project cargoes that are unsuitable for road transportation or are bound for foreign markets.

Our large undercover area is supported by two 50Te and one 10Te overhead cranes, alongside a variety of plant and machinery to cater for your needs, from pipe work formers and notching machines, to plasma profiling and drilling machines. We also offer mig, tig and stick welding depending on your specific needs. If required, the facility also supports non destructive testing (NDT) capabilities, with ultrasonic testing, magnetic particle testing, liquid penetrant inspection and qualified CSWIP 3.1 welding inspection. This wide range of services and machinery, all housed in our expansive facility, enables our customers to have their projects met through one central point of contact – providing cost and time efficiencies.

We offer clients the benefits of a 24-hour manned gatehouse with sophisticated computer aided barrier entry/exit systems, CCTV monitoring and mobile patrols, which operate within our fully secure site. Our on-site dock facility has been awarded “Secure by Design” accreditation and also benefits from 2.4 metres (8ft) security fencing.

## OUR SITE SPECIFICS

We have the capability to work with a full range of materials, ranging from low and high carbon steels, to stainless steel and aluminium.

We can incorporate these materials into structures from 100kg to 100Te with footprints undercover of various sizes.

We also provide bespoke loadout services for structures greater than 100Te, teamed with analysis to allow us to load-out onto our on-site load-out quay.

### Site dimensions

<u>F8 Spec</u>	
Length (m)	190
Breadth (m)	20
Area (m <sup>2</sup> )	3,800
Main bay door height x width (m)	18.0 x 10.0
Side door height x width (m)	8.7 x 7.2
Crane hook height 50Te (m)	9.2
Crane hook height 10Te (m)	9.2

### Crane capacity & capability

#### Crane capacity

Crane 1 = 50Te (m)
Crane 2 = 50Te (m)
Crane 3 = 10Te (m)

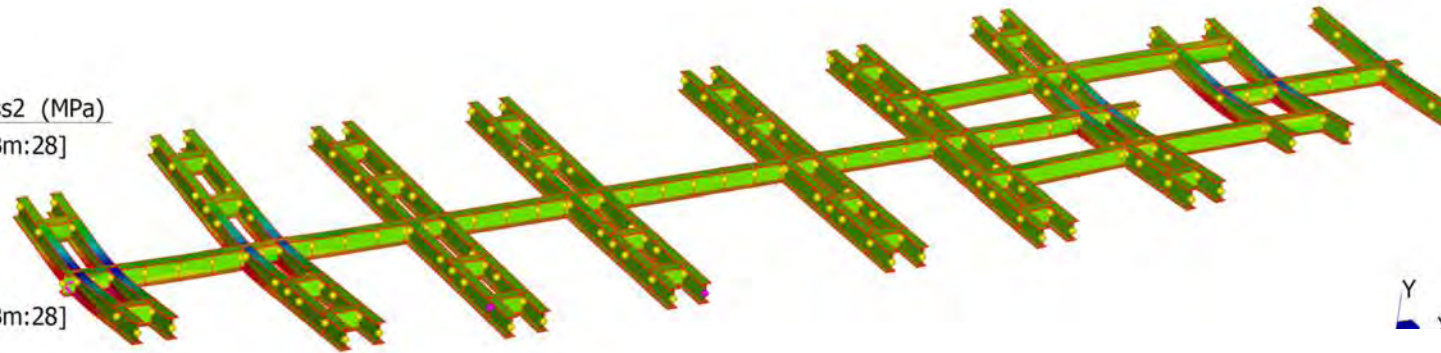
### Mobile capacity

1 x 3.5Te front loading fork truck
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Beam Bending Stress2 (MPa)

1.772987x10<sup>2</sup> [Bm:28]  
1.586357x10<sup>2</sup>  
1.026466x10<sup>1</sup>  
4.665756x10<sup>0</sup>  
-9.331513x10<sup>0</sup>  
-6.532059x10<sup>-1</sup>  
-1.213097x10<sup>-2</sup>  
-1.772987x10<sup>-2</sup> [Bm:28]



# BESPOKE BUILT PRODUCTS AND SERVICES

## WE ARE HERE TO SERVICE YOUR SPECIFIC REQUIREMENTS

We benefit from access to a Group fabrication capability which significantly de-risks manufacturing and outfitting our own projects.

We have experience in house of fabricating a wide range of heavy lift steelwork from small sea fastenings, braces, deck grillages, load spreading mats and lifting beams through to design and outfit of larger more complex mechanical handling equipment.

We can do this to our designs, or offer competitive prices for the fabrication and outfit of steelwork to client's own designs.





# QUALITY ASSURED

Quality assurance is paramount to all that we do - Our quality procedures for design and implementation of technical analysis is rigorous and we pay particular attention to model quality checks and standardised use of software throughout our Group.

Our Safety procedures onsite and while working on vessels have been formed and developed to cover the specific risks associated with our work and the expectations of our clients.

We are committed to safety and risk management at all stages of a project from concept through to detailed design and implementation to deliver a system fit for purpose. This is achieved through our phased approach to design and development together with a safety assessment processes (HAZOP) to ensure that potential hazards are captured early in the design development phase and that risk reduction measures are implemented to ensure that the remaining risks are considered to be as low as is reasonably practicable (ALARP).

We hold ISO 9001, ISO 14001 and ISO 45001 accreditation with DNV GL and our fabrication facility is accredited with ISO 1090-1 Execution Class 4 and ISO 3834-2. Our IT systems are protected and accredited to Cyber Essentials Plus.

DID YOU KNOW...





# MEET THE TEAM



## **JAMES IAN BOWIE**

### **NAVAL ARCHITECT AND TEAM LEADER**

James began his career as a summer intern with Malin Abram, before gaining a degree in Naval Architecture and joining full time as a graduate. Having worked through the graduate programme he now holds a Naval Architect and Team Lead position. James has experience in a variety of projects from marine heavy lift transportation, to design and manufacture of bespoke jigs and has been involved in major site operations worldwide.



## **CHRIS CAIRNS**

### **TENDERING MANAGER AND TEAM LEADER**

Chris is the Tendering Manager for Malin Abram. Having graduated in 2011 with a degree in Quantity Surveying, Chris spent the first 5 years of his career in the oil and gas industry with a worldwide oil and gas subsea contractor in Aberdeen, where he managed numerous high profile tenders for major oil and gas projects. Chris joined Malin Abram in 2016, where he has enjoyed being involved with tendering various heavylift and marine scopes and seeing them through to project execution. Chris is responsible for the teams' tendering activities, ensuring compliance and tender deadlines are achieved.



## **RYAN HOMER**

### **PROJECT MANAGER AND TEAM LEADER**

Ryan is a Project Manager at Malin Abram, with extensive experience across a wide variety of projects. He graduated with a degree in Engineering & Enterprise Management from the University of Strathclyde, following this up with a degree in Marine Studies from the University of Plymouth and gaining his OOW Unlimited CoC. Ryan joined as a Trainee Marine Superintendent. He has been involved in a diverse range of projects within the company, from short shipping to major turnkey projects.

## **GARY PATERSON**

### **SENIOR PROJECT ENGINEER AND TEAM LEADER**

Gary is Senior Project Engineer, having joined Malin Abram after completing an MEng in Aeronautical Engineering at The University of Glasgow. Gary has a broad experience on the logistics side of Oil & Gas projects, most notably working as an in-house Heavy Lift Specialist on the TCO project. In addition to being AP (Appointed Person) qualified, he also specialises in seafastening design and global and local structural checks on vessels and barges.



## **JOHN A MACSWEEN**

### **GROUP MANAGING DIRECTOR**

John is the Managing Director of the Malin Group. Having graduated with a degree in Naval Architecture and Ocean Engineering from Glasgow University, John joined Henry Abram and Sons as a Graduate Marine Superintendent. From here he has spear-headed development and diversification efforts, resulting in the Malin Group, home to several successful sub-brands, which focus on marine manufacturing, support, and technology sectors all over the world.



## **STEVE THORNLEY**

### **SALES DIRECTOR**

Steve joined Henry Abram & Sons in 1994 from Babcock Power, as a Marine Superintendent. Part of a management buyout of Henry Abram and Sons and Malin Marine Consultants in 2012, Steve was promoted to Sales Director, with responsibility for developing the custom base, creating strong customer relationships. In 2015 Steve, along with his fellow directors, founded Malin Fabrication in order to diversify the service offering and improve the joint offering to clients.

