

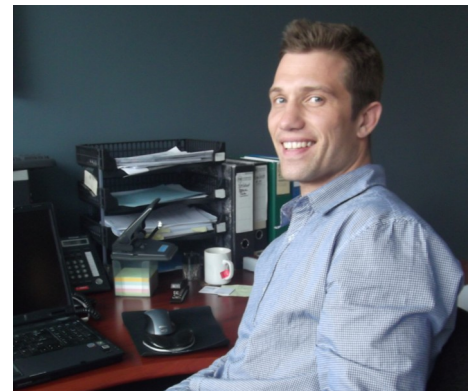
Adding Value to the Silverdale Development



The site for one of New Zealand's newest PAK'nSAVE is Silverdale on the Hibiscus Coast Highway. The main contractor is Fletcher Construction. After the settlement issues had been resolved with timber piling, the construction programme ran smoothly and accommodated the usual design modifications plus the addition of a beer chiller. Victor Lam of Babbage Engineering said: "D&H's quick response to the changes showed them as avoiding the silo mentality, preferring to play their part as genuine members of the team." Here's how D&H Quantity Surveyor Dimitri Somoukov describes his role:

"First I had to assess the cost impact of the

D&H Steel's Quantity Surveyor Dimitri Simoukov is practised in the financial administration of our projects, and kick-boxing. (See how he goes to work on page 4!)



changes. I priced these and presented my findings in a professional manner. Then the D&H General Manager, Wayne Carson, and the Detailing Manager, Mike Thompson, focused on minimising the cost by addressing buildability options and testing areas where savings could be made. Together they determined each best-for-project solution. Once the changes were finalised and accepted by the main contractor, I was able to submit my pricing to the client."

Fletcher Construction's Site Manager, Kent Aspden, says: "What matters is adapting to the changes in a developing design without disrupting our timetable. D&H has all the experience it needs to stay flexible and contribute to the fine-tuning of the design. They make working with them enjoyable because they are professional and personable. Nothing is ever a hassle." Fletcher's Project Manager—Building, Graham Bays, agrees: "I think this attitude stems from their company culture. They self-manage, which means we have fewer headaches when D&H is on the job!"

The Warehouse also Expands North



Once farmland, this Silverdale site of Eldamos Investments was ear-marked for development by The Warehouse years ago. The bulk of the earthworks was completed by 2009, when the project was temporarily closed. It re-opened in November last year, Naylor Love having been appointed as the main contractor.

Project Manager Steve Walker says the selection of sub-contractors was rigorously based on one overriding criterion: who could be counted on to deliver the programme on time and in budget? Unlike other projects on the Silverdale site, The Warehouse had no geo-technical problems, so work went ahead quickly. D&H saved the client time and money with its usual multiple-crane roof lifts.



Construction Manager for The Warehouse Ian Harts-horne says: **“The development of Silverdale’s retail centre is a major initiative for our company, so we positioned this Big Red Shed in Zone One of nine. Countdown and others will follow.”** With dimensions of 100 X 80m, The Warehouse was rapidly populated with 360UB portal frames, rafters and legs, all pre-coated in mercury white—about 250 tonnes of steel in total. The column spacing afforded optimal flexibility for retail configurations. In quick time the roof was on, the tilt-up

concrete walls were in place, and work could start on the slab. Meanwhile, Naylor Love was about to start work on a single undercroft car park. Measuring 6,000m², it is seismically separate and intended to serve the other outlets as well as The Warehouse. D&H supplied Fabsec Custom Welded Beams, standing them at a span of 17.6m. “This provided parking space for two cars on either side of the column,” says Engineer Tony Rogers of Stiffe Hooker.



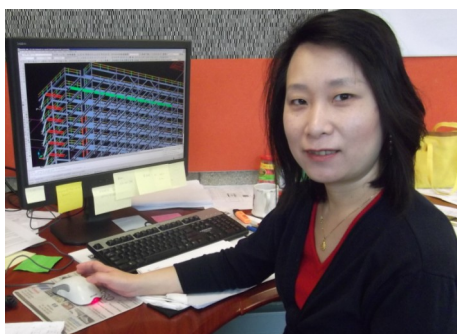
“The column is at the front bumper, clear of the passenger doors. One floor is suspended above to give parking at ground level as well.”

Naylor Love’s Steve Walker concludes: “Despite long spells of inclement weather, D&H kept our programme on track for our official opening in 2012.”



New Steel-Structured Car Park for Manukau

Auckland Transport initially specified propped Hibond as the steel decking for this building, but the 9m beam centres of the original design caused concern about vibration. Ebert Construction's Project Manager, Hans Stoffels, invited D&H to do some front-end value engineering to achieve buildability and speed. "In mid-September D&H started JIT deliveries of three levels of steel at a time. They kept an eye



D&H Detailer Wendy Sang with her 3-D model of the seven-level Auckland Transport car park on Ronwood Avenue. A graduate engineer from China, Wendy says: "I'm happy now to have been schooled in the D&H way."

on wind, Health & Safety, cost-effective construction and co-ordinating with the follow-on trades. We hand-over on 10 April 2012, which is fast for seven floors, 1,000 tonnes of steel and 17,000m² of steel decking. D&H's value engineering and detailing really paid off."

An artist's rendering shows the entrance facing Ronwood Ave.

EBFs at 12 locations provide lateral resistance while 33mm bars (inset) projecting from the pile cap improve anchorage.

At D&H's suggestion, spigots on the beams were work-shop fabricated so that safety handrails could be installed (inset) as part of the erection process.

ComFlor 80 steel decking on 3.6m beam centres did not need to be propped—a time-saver over the seven levels.



Victory Church

When NZTA appropriated Victoria Church land for its Victoria Park Tunnel project, under the Public Works Act it was obliged to make reinstatement. Mainzeal's Auckland Construction Manager Kevin Burke sub-contracted D&H to provide the steel for the superstructure, which included a wrap-around edge to the existing church and an admin building come public venue. **"The Beaumont Centre typified the different angles and off-the-square connections with no two lengths of the project the same. "We tend to challenge D&H with the big, tough jobs; this time it was small but exacting. As usual, they took it in their stride."**



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Dimitri “Molotov” Simoukov - QS & KB



QS is for Quantity Surveyor: KB is for Kick Boxer, and in the ring he’s a fireball—hence his nick-name “Molotov”. Born in Novosibirsk, Siberia, he came to New Zealand at age 15. He took a Bachelor of Construction at Unitech before joining D&H four years ago. “Rod McIntyre, our Commercial Manager, took me under his wing. Rod’s one of the best steel QS’s in New Zealand. Then I spent several years working with our Chief Estimator, Tony Smith, also a great teacher. Now I want to combine the two by winning the contract and then delivering it. I just like to be thoroughly involved. It’s a bit like kick-boxing; both hands and feet are busy. After I retire from the sport, that’s how I’d like to go to work!”

Abdul Munif was working for the Fiji Sugar Corporation when he came to New Zealand on a two-week holiday. In January 1996, he started at D&H as a welder with a determination to become a structural steel fabricator. Jim Denham, Workshop Manager, and Yakub Kadir, Workshop Foreman, recognised his potential and gave him opportunities to learn on some of D&H’s leading projects: Auckland Airport, Lion Nathan brewery, the Viaduct Events Centre. “Have you seen Jacobs Ladder? (The new foot-bridge over SH1 to Westhaven.) Another one of my jobs!” says Abdul proudly. “The Ronwood Ave car-

Abdul Munif - Fabricator



park is quite complicated—keeps me learning new things!”

Abdul and his wife Rahaima have a son Rizwan (25), an accountant, and a daughter Miraza (23). “We’re a close, Moslem family.”

Karl Muller - 21 Year Veteran

D&H Outside Crew Supervisor Karl Muller joined D&H the day he finished his Boilermaker apprenticeship in 1990. His speciality is marking out to 1mm accuracy and welding minor on-site adjustments. “I love being able to point to some of D&H’s highly visible projects on which I’ve worked: Auckland International Airport and the Deloitte Centre to name just a couple. I take pride in that and love the variety. For me it’s also about working with a great bunch of guys who share a



sense of humour. Sure we have a job to do, and we need to take it seriously. Having a laugh at the same time and getting paid for it has kept me at D&H for 21 years—with more to come!”