

Lush new Komatsu PC220 joins the plant fleet!
The Komatsu PC220LCi-12 is a versatile, 20+ ton mid-size hydraulic excavator designed for high productivity, fuel efficiency, and operator comfort. Featuring a high-torque Komatsu engine delivering around 125-146 kW (167-199 HP), advanced hydraulics and engine management it offers up to 18% lower fuel consumption. The PC220LCi-12 features Komatsu's factory-integrated suite of automation technologies (iMC) designed to improve jobsite productivity, accuracy, and safety. Unlike aftermarket GPS systems, iMC is built directly into the machine's hardware and hydraulics, allowing for semi-autonomous operation where the machine assists the operator in real-time. The system uses high-precision GNSS antennas (satellite positioning) and Inertial Measuring Units (IMU) to track the machine's exact 3D position.

Komats-oooh! Spanky New PC220

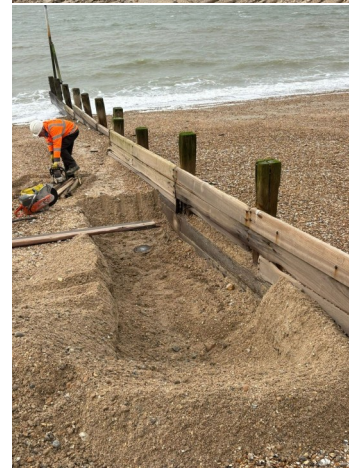


Open Day... 15th August 2026 10am-4pm

- Military Vehicles
- Vintage Bikes
- Crawlers, Dozers, Tractors
- Lawn Mower Racing
- Classic Cars
- American Trucks
- Steam Engine Trailer Rides

'Mr Groyne Repair' Himself

When groyne repairs at Hayling island are needed—it's Pete Waterman for the job! On going works for Pete, Nick Barrett and Andy Goudge. Repairing a timber beach groyne involves restoring the structure's ability to retain sand and protect against coastal erosion. Repairs typically focus on replacing worn or missing horizontal planks and reinforcing vertical piles that have snapped or rotted. An excavator, is used to dig out sand and shingle around the groyne to expose the lower planks and piles. Planks are often replaced with new sustainable tropical hardwood (such as Greenheart) due to the high intensity of wave action. Stainless steel fixings are used to resist the aggressive oxidation of the marine environment. Work must be strictly timed to coincide with low tides and suitable weather conditions. The beach is not typically fully closed, instead, specific work zones are cordoned off.



Tooting Our Own Horn!

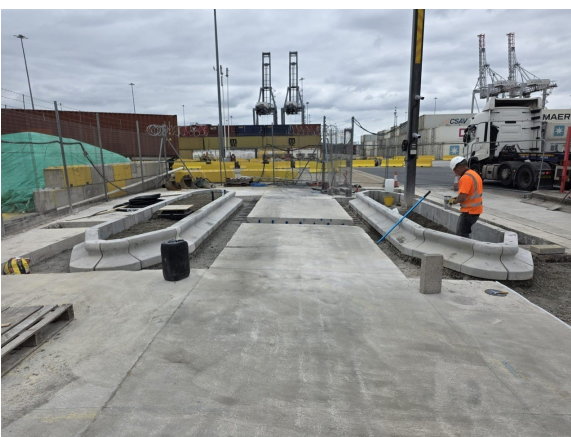


We've only gone and got an award!! 100% in our recent annual health and safety review by our third-party consultants, HCS Safety. Thanks to everyone for helping to make this happen. Completing on site paperwork, returning information requests from the office, and following safe and healthy procedures on site. Go us!

NO MAN IS AN ISLAND!

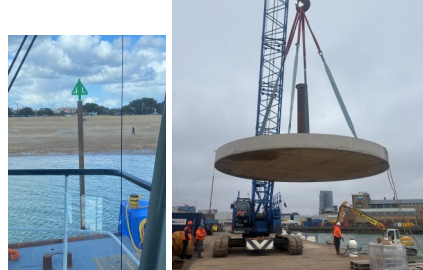
Further operational improvements at DP World have seen Transfer Area 3 entry and exit lanes upgraded by Richard Hargood, Miro Narloch and Mike on the machine, with two new Trief traffic islands and complete with associated ducting and chamber pits. Very challenging work; keeping live lanes open for lorry traffic, requiring phased working, in a confined area as well as adapting to changes from the client.

The Trief Kerb is a high-containment, passive safety system designed to contain vehicles, redirect them back to the carriageway, and protect pedestrians or infrastructure. Primarily used in commercial, high-speed, or traffic-calming projects, it features a unique, high-strength concrete shape. Its unique, oversized shape—often reaching heights of 415mm—acts as both a physical barrier and a strong visual deterrent to keep Heavy Goods Vehicles (HGVs) and cars from mounting pavements or hitting structures like bridges. The profile is specifically engineered to safely guide a vehicle's wheels back toward the carriageway upon impact.



And It's a Wrap live Music

Remember the outfall pipe for Boskalis at Eastney Beach? Well here we are putting a marker in at the end of the pipe. The William's crane put it on the dumb barge with our Liebherr Long Reach, and the tug barge took us all out and we dropped it

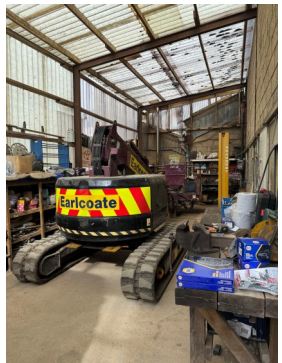


MECHANICS' MECCA

The mechanic's workshop back at the yard has tripled in size! It's gone from a one bay, tight squeeze, to a three ramp set up with plenty of space. With more than sixty vans across the fleet, one workshop was always going to be a stretch. This mechanics' mecca is now equipped with a 6 ton, 4.5 ton and a 3 ton ramp, complete with work benches and lighting.

One of the ramps allows a vehicle to be reversed on, making life infinitely easier when removing an engine. The 6 ton ramp now means that the Transits and the Sprinters can be lifted and fixed by our mechanical whiz, Phil Kloss.

And with more ramps, when a vehicle is waiting for parts, or an emergency comes in, Phil can leave one vehicle on the ramp and work on another. Guess all he needs now is a doppelgänger to help!



SHOUT OUT



"Mark and Alister, please accept my thanks for Earlcoate's cooperation and good work undertaken on the project to date. It is disappointing to have to suspend the works, but it has been a very positive experience working with the site team, John Elstone and Mark Jackson. I found the team all to be very proactive in finding opportunities to work, despite the challenging shipping schedule, hours of work, and weather. Following a few teething issues at the start, I felt the site team developed a good system of work and I was very satisfied with the safe working behaviours/attitudes I found on site. Hopefully, the team can be brought together again when the works restart."

Thomas Mackinnon, Civil Asset Manager, Associated British Ports ABP, SCTI Fender Refurb

ANOTHER SHOUT OUT!



"I also wanted to say thank you for the work by Pete W and the team on site this week. The standard has been very good and we're really pleased with the outcome. I appreciate it's hard work at times, but the results are excellent. We've had positive feedback, and the area is looking really good again."

Peter Ferguson, New Forest District Council

MORE SHOUTING



"I just wanted to say thank you for all the hard work that you and your groundworks team have done in the Plant Park, the Channelling and bogging tanks. They have been totally professional, and worked non stop through the relentless wet weather."

Rob Clemas, Qinetiq, Hurn, Proving Ground



Thanks to Graham Barnaby and...

