

# Building People

Fall 2000 News and Information from J.W. Lindsay Enterprises Limited

## ROYAL BUILDING SYSTEMS

### Clients Deserve the ‘Royal’ Treatment

THE ROYAL BUILDING SYSTEM is fit for a king and Brookville Carriers Inc. in Woodstock, N.B. is the first company to occupy the throne in Atlantic Canada.

The transportation firm’s new driver-dispatch centre is the first monument to Lindsay’s involvement with RBS, aptly described as “the ultimate concrete forming technology.”

Royal Building Systems Limited, based in Woodbridge, Ont., manufactures the product in six locations on four continents. It is represented worldwide by a network of approved and trained distributors, which now include Lindsay.

The system consists of rigid polymer components that serve as a formwork for concrete load-bearing walls, non-load bearing walls (i.e. curtain walls), shear walls, retaining walls and foundation walls. These slide and interconnect together on-site to create a finished formwork that remains in place after the concrete is poured and cured.

Available in three thicknesses (4, 6, and 8 inches), it’s great for a wide range of building applications, including commercial, industrial, institutional, agricultural, and residential structures.

“It provides a finished surface, inside and out, and it’s more durable than metal,” agrees Lindsay foreman Greg Parker.

Because of its waterproof durability, it’s great for buildings like car washes and those with agricultural uses, as well as warehouses.

And it was a perfect choice for the 4,200-square-foot Brookville facility, which includes offices and a drivers’ room.

Chris Pryor, terminal manager for Brookville in Woodstock, watched the project come together, stopping in now and then from the company’s old building about five miles away.

The Royal Building System seemed “unique and so easy to handle,” he says, noting Brookville trucked the product from Ontario to the site.

“They just lined them up and poured in the concrete,” continues Pryor, in his new space for the past six weeks. “It’s pretty basic but it’s nice looking. It’s a very nice building.”

Parker makes no bones about it: “It’s the best building envelope I have ever worked with - I am definitely sold on it,” he says.

A variety of traits make it a superior product, Parker adds. Ease of erection, the fact it is “super durable” and the way it comes together - the numbered forms are simply shipped to the site, lifted off the truck and into place.

In Woodstock, the RBS panels were the full height of the building wall and about eight feet wide, which enabled all the walls to be erected in only two days!

“And when it’s finished, you’re finished — no going back to paint, caulk, insulate, drywall, etc.,” says Parker.



TOP: the RBS wall panels for the new Brookville Carriers dispatch centre were erected in only 2 days

BOTTOM: the completed dispatch centre

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TOP: the J.W. Lindsay team showed their mettle at the first-ever Brains & Brawn fundraiser for the QEII Foundation

BOTTOM: Lindsay team member Cory Bell raises his arms in triumph!

## BRAINS AND BRAWN

# Building ~ and Thinking ~ People

IT WAS A CLASSIC case of mind and matter, as Lindsay staff showed their mettle in the first-ever Brains & Brawn fund-raiser for the QEII Foundation.

“It was fun and it was for a good cause,” says team captain and Lindsay shops manager Alan Harlow. “Also, it was a gathering of people in the construction business, so it was a day to make new associates.”

The money raised (about \$50,000) goes to the foundation’s annual campaign, this year entitled Crucial Investments for Critical Times. It’s a patient-care enrichment fund used to purchase medical equipment.

The idea came from Mike Marsh, regional manager for Irving Equipment, who ended up helping the committee that organized the Aug. 25 event.

“The concept seemed solid,” says Doralin Fredericks, co-manager of the QEII Foundation’s Special Events Management Group. “It took a lot of planning, because it wasn’t something that had been delivered before.”

The corporate challenge included 10 building-company sponsors, nine of whom - including Lindsay - entered teams and raised money

through pledges. Their mission? To build a secure, leak-proof cube using PVC pipe, and fill it to overflowing with water. The catch? Materials and equipment were to be purchased from a mock store with Brawn Bucks earned by winning competitions ranging from golf putting and trivia to bungee basketball and sumo wrestling.

“I would have to say the sumo wrestling was the most entertaining,” says Harlow. Cory Bell placed second in the event, earning much applause from teammates Ernie Porter, Traci Migel, Ben Stokdijk, Bill Ungar, Ken Flinn and Bob Swinemar.

Finishing the building project, as the Lindsay team successfully did, earned bonus Brawn Bucks - which earned interest in a pretend bank during the day-long event, held at Exhibition Park.

For their second-place overall finish - the contest was won by a team sponsored by JDI Ltd. - Lindsay staffers received a variety of tools including cordless drills and palm sanders.

“They said we were getting the tools so we could practice and be number-one next year,” chuckles Harlow.

## TILT-UP

# Lindsay Gets an ‘A’ at School

ONCE UPON A TIME, the neighbourhood school was a small, crumbling brick building with a swingset and slide in the yard.

Well, times have changed.

“Schools are turning to tilt-up as an alternative to brick-and-block construction,” says Laurence Smith, Lindsay senior design engi-

neer, about the evolution.

“Now they’re leaning toward tilt-up, mainly for construction savings, but also for speed, and durability.”

That’s the case with the Northeast Kings Education Centre, which promises to cut a striking presence in Canning, N.S. when it opens in fall 2001. Lindsay arrived on-site in mid-June, charged with handling the building’s foundations, floor slabs, structural steel, floor and roof deck and tilt-up concrete walls. By the end of October, they’ll have wrapped things up.

That’s four months for 122,000 square feet — impressive by any standard.

“It has been a scheduling trick,” admits Smith. “For the Canning area, it’s just out and out big. And with the timing, there have been

some hoops to jump through.”

Nonetheless, Lindsay was able to trim one month from the original construction schedule, much to the pleasure of the construction manager Ellis Don and the developer Nova Learning.

The facility, designed by Lydon Lynch Architects boasts 127,000 square feet on two storeys with three wings of classrooms (37 altogether), a large gymnasium, central atrium and all the modern accoutrements students require.

And it’s all thanks to 145 site-cast structural panels, connecting a whopping 373 tonnes of steel to 3,350 yards of concrete.

In fact, Lindsay is among the region’s leaders in installation of tilt-up concrete systems, producing buildings with award-winning aesthetics,



LEFT: Tilt-up concrete panel erection at Northeast Kings Education Centre, Canning, NS

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...Lindsay Gets an 'A' continued

outstanding durability and surprising economy. Much of the credit, says Smith, goes to Lindsay field personnel and their attention to detail and quality.

Add to that lower insurance rates and maintenance-free walls and the client has it made — especially a school client.

“Kids don’t like it because they can’t beat

up the walls,” chuckles Smith, noting graffiti is easily painted over with this product.

Michel Comeau, vice-president of Campbell Comeau Engineering Ltd., structural engineers on the project, describes it this way: “It was a large tilt-up construction project and it was challenging, number one because of the size, and number two because

of the short timeframe.”

But Lindsay passed this test with flying colours, he notes. “They’re just great to work with,” says Comeau. “It went very well.”

Smith says the results are typical of tilt-up: “It saves time and saves money - that’s what the customer wants to hear. Time is money and we’ve saved time here.”

## INDUSTRIAL

# Now You Know...Lindsay Does Industrial

WHEN YOU’RE VERY SUCCESSFUL in one role, typecasting can be a real danger. But that’s not stopping Lindsay from reaching for a larger part of the industrial sector.

“We’ve done industrial jobs in the past, but we’re known more for our commercial work and projects like the casino,” says estimator-project manager Cory Bell.

Luckily, slow and steady often wins the race. And, while there hasn’t been “a continuous flow” of industrial contracts, Lindsay has established itself with several heavy hitters.

Take Bowater Mersey Pulp and Paper in Liverpool for instance. “It’s more of an ongoing relationship with Bowater that developed over the past decade. We’ve been there on an almost continuous basis for the past three years,” explains Bell.

The old mill, built back in the early 1900s, has been undergoing an extensive overhaul and upgrading, which is being accomplished in phases with help from Lindsay. Projects have included a core room automation, a paper machine upgrade and, most recently, the conversion to a 100 per cent chip-handling system - a four-month, \$4-million project including a large structural tower, tunnels and truck dumpers.

Lindsay project manager Blair Way is very comfortable in his role, having recently completed a two-year stint as project manager on a \$700-million Australian Zinc Refinery in far North Queensland.

“Bowater’s multi-disciplined fast track project gives us an excellent opportunity to demonstrate our varied capabilities,” says Way.

That’s the kind of industrial work Lindsay specializes in — large excavations, form work and foundations, and structural steel — and wants to trumpet

to the world.

It’s not news to the folks at Pratt & Whitney, jet-engine makers located near Halifax International Airport.

“We are committed to them, to doing not only their smaller jobs, but also larger projects. They take advantage of our many in-house services like concrete sawing & drilling, roofing, cladding, overhead doors, as well as our general contracting abilities,” says Bell.

There has been plenty of earth and concrete work, as well as upgrades including a process pump-room addition.

Other industrial clients have, and will, include the Esso Refinery, Nova Scotia Power, Scott Paper, Irving Tissue, Rio Algom, Fundy Gypsum, National Gypsum, Michelin, Oland Breweries, and the Halifax Shipyards. And we can’t forget Hawboldt Industries in Chester, a 100-year old ship-parts manufacturer.

“In a recent design build project we took the processes formerly housed in four piece-meal buildings and consolidated them under one roof,” says Lindsay’s Kirby Putnam.

“We gave them a 40,000-square-foot state-of-the-art facility, including nine cranes, a foundry, shipping area and main offices.”

**Bowater’s new truck dumper is a major component of their \$4-million chip conversion project.**



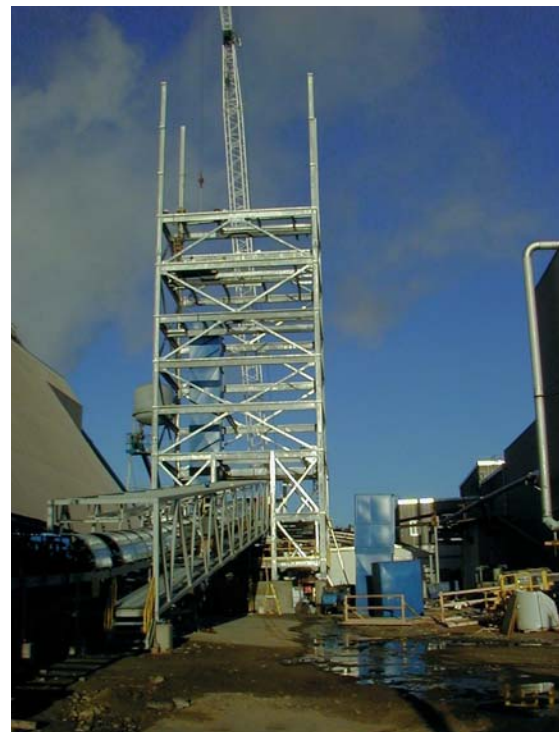
That’s twice the area Hawboldt had previously, points out Lee DeWolfe, general manager for the company.

“We’re very happy. Everything’s going along great in the new building,” he says.

It’s the kind of work Lindsay is confident it will attract more of, says Bell.

“It’s a matter of getting the word out there — that we service companies well, from the ground up,” he says. “My background is more industrial than commercial and this fits well with our increasing interest in industrial construction projects.”

**Hard work and teamwork were essential to complete the foundations and erect the steel for the Bowater transfer tower under an aggressive schedule.**



## SERVICES/CONTACTS

The following list summarizes the services we offer and provides contact names for each:

**Design-Build Pre-Engineered Metal Buildings:**

Kirby Putnam, Bill Ungar

**Design-Build Tilt-up Concrete Buildings:**

Laurence Smith

**Design Build RBS Buildings:**

Kirby Putnam, Laurence Smith

**Construction Management:**

Paul Vincent, Ken Flinn

**Industrial General Contracting:**

Cory Bell

**General Contracting:**

Paul Vincent

**Roofing - Single Ply and Modified Bitumen:**

Mike Given

**Roofing Service Work, all types:**

Mike Given, Curtis Jordan

**Fall Arrest Systems:**

Mike Given, Laurence Smith

**Metal Cladding and Metal Roofing:**

Curtis Turner

**Cladding Service Work:**

Curtis Turner, Ian Wilson

**Asbestos Abatement & Removal:**

Gordie Bishop

**Concrete Coring & Sawing:**

Karl Wyllie, Kevin Cordeiro

**Custom Millwork and Cabinetry:**

Alan Harlow

**Overhead Doors & Dock Levelers Service:**

Cory Bell

**Steel Stud, Drywall & Suspended Ceilings:**

Gordie Bishop

**Doors, Frames & Hardware:**

Gordie Bishop

**Custom Sheet Metal - Fabrication & Installation:**

Alan Harlow

**Miscellaneous Metal - Fabrication & Installation:**

Alan Harlow, Mannie Lewis

## METAL BUILDINGS

# Lindsay Brings U-Haul to New Heights

TO SAY THE NEW U-Haul Co. Ltd. building in Dartmouth was a demanding project is almost an understatement.

"There aren't too many three-storey storage facilities. The narrow site has as much as a 30-foot elevation difference from bottom to top," says Kirby Putnam, manager of Lindsay's Design Build Group.

"It was very challenging. It's built on the side of a hill with a very steep slope, and every square inch is utilized."

The 42,000-square-foot project, actually three separate buildings located on Yorkshire Avenue, is a multi-unit storage facility containing more than 400 units — exactly what the North American company wanted.

"It's a new self-storage facility including exterior-access mini-storage units, as well as interior-access storage units in a climate-controlled area," explains Putnam.

The largest building, at 29,000 square feet, required extensive work on the steep, rocky site, including retaining walls 30-feet high in spots, says Putnam.

"It incorporates many different types of construction, ranging from load-bearing steel stud and Q-Deck concrete floors with metal skin and metal roof, to pre-engineered packaged-style areas."

Lindsay also used tilt-up concrete for high-risk

areas, such as the space between the overhead doors where people often back up moving vans. And the construction team was a bit surprised to see the specs for some of the storage units were as small as 5 x 5 feet, in keeping with a new U-Haul marketing strategy recognizing a need for smaller spaces.

The two other buildings are both one storey, more typically long and narrow in design, with overhead, roll-up doors and larger units.

The project, accomplished over several months and wrapped up in August, was a big hit with the client, says Putnam.

"It turned out very well. U-Haul was very pleased," he says. "In fact, they decid-

ed to have Lindsay also handle their Charlottetown facility, which is very similar, and is under way now."

The success of the first project is indelibly linked to U-Haul's decision to give Lindsay the nod for its new Prince Edward Island facility, agrees Bob Kucharo, senior project manager, from the firm's headquarters in Phoenix, Ariz.

"Overall, the construction quality was fine," says Kucharo, who last visited the site in August, prior to completion.

"It (the site) was nothing but a pile of granite and they did a very good job of breaking that down." And, presumably, building it up.



The new U-Haul Co. Ltd. building in Dartmouth was a challenge to build on the steep, rocky site.

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