

THE YOUNGLOVE CONVEYOR

FOR EMPLOYEES AND FRIENDS OF YOUNGLOVE CONSTRUCTION, L.L.C.

► Leaders in the design and construction of bulk materials handling facilities

Builders of value... Builders of trust... Since 1896

Loose Lips Sink Ships

"Poss's Ponderings" by Jeffrey L. Poss, Vice President

After over a half a century of living in the same home, my parents decided it was time to move into a retirement facility. While my siblings and I were grateful Mom and Dad were not pack rats, some interesting things long-since

lost or forgotten were rediscovered—like my old BB gun! There was, however, one item that took a little explanation from Mom.

Reprinted with this article is a reduced version of a page from a letter she received from her brother, Virgil Stallman, during World War II. You can tell how seriously the military treated operational security back then. Each missing segment was neatly cut from the letter before being sent back home. Virg spent time in North Africa and Italy during prime time, if you know what I mean.

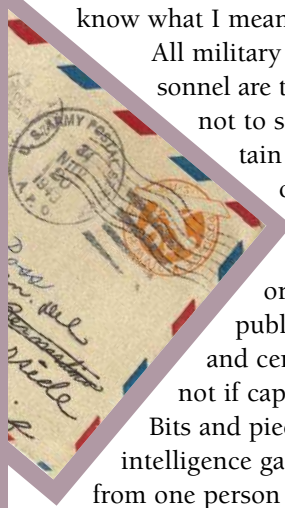
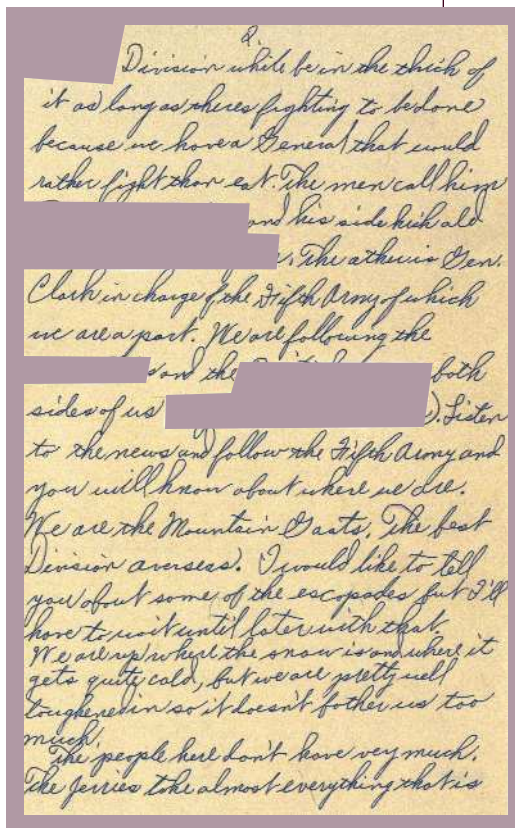
All military personnel are taught not to say certain things over the radio or in public—and certainly not if captured.

Bits and pieces of intelligence gathered from one person could



be put together with information from another source until the enemy had a better picture. Commander names, unit names, and seemingly harmless data can be pieced together; and, before you know it, the enemy knows who they are facing, what kind of equipment they have, how many men, where they are, how well supplied, and where they are going.

I thought this piece of history shown in this letter was interesting; and I hope you enjoy it, as well. I just wish our current crop of media and government officials could remember "Loose Lips Sink Ships!"



OVERS

By Michael A. Gunsch, P.E.
President



For many of us, change is difficult or, at the very least, irritating. I am as guilty of this attitude toward change as anyone. Part of this outlook can probably be attributed to the aging process; however, the actual facts will not allow me to put it off entirely on age.

I have spent over 60 of my 65 years as a resident of Sioux City, Iowa—the exception being college years in Ames. Mary Gay and I will celebrate our 45th wedding anniversary in September. After living in the same home for almost 27 years, we moved across town to a more rural area about 13½ years ago. That move in late 1998 is still one of the most traumatic events of my life. You get the idea.

However, the truth is that change is constant and inevitable in our lives—and much of it has been good.

One obvious example has been the striking transformation of our communication systems over the past 25 years. Even the current “old-timers” generation can barely remember life without PCs, cell phones, iPods, HDTV, etc.

In our personal lives, as well as our business lives, we must not

only accept change but embrace it and try to take advantage of what it offers us. The truth is our residential move back in 1998 was an excellent decision. We both thoroughly enjoy every aspect of our current location.

While being very conservative in our approach to business, Younglove has certainly adapted to change over the years. The company has had to embrace change, or we would never be able to point to our 116-year existence with pride—as we do today.

Younglove built its first soybean processing facility around 1950, after 54 years in business.

We built our first flour milling facility in 1981, after 85 years in business.

We built our first pasta manufacturing plant in 1988, after 92 years in business.

All three of these agricultural specialty areas have contributed greatly to Younglove’s work load and bottom line since “the first one”.

Of our current project work load today, approximately 78% of the total dollar volume is for customers for whom Younglove had never worked prior to 2008. An additional 20% of our volume represents projects for first-time customers today.

You have, no doubt, added up the percentages correctly. Without change, over the past four years, Younglove would only have about 2% of our current projects under contract.

Don’t you just love change!



Brian and Stephanie Hickson

recently welcomed home their second son, Zeb Gabriel. Zeb was born on February 28, weighing 6 pounds and measuring 18 1/2 inches long. His big brother, Abel, just turned three.

Brian has been a Design Technician in our Sioux City office for the past 14 years.

Congratulations, Brian and Stephanie!



Brandon and Jennifer Phipps

also welcomed home an addition—daughter Kaylinn Annmarie Phipps born on April 23. She was 7 pounds 11 ounces and 19 1/2 inches long. She’ll have to grow quick to catch up with big sister Briana!

Having been with us almost two years now, Brandon is a foreman on our Vancouver, Washington, project.

Congratulations, Brandon and Jennifer!

Work Progressing Well on Producers Rice Project in Stuttgart, Arkansas

Rice Drying Facility; Producers Rice Mill, Inc.; Stuttgart, Arkansas

Loren Field, Sr. Vice President and Project Manager; Jim Hornung and Dave Wilberg, Project Superintendents Pat Ebner, Randy Petersen, and Joe Newman, Project Design Team

Work on the Dryer 6 and annex project for Producers Rice continues to progress at a rapid pace.

In the dryer silos, our crews have installed all the cone bottom hoppers, interstice hoppers, aeration tubing, finish paint, and reclaim belt and drag conveyors. They have also started the transitioning work from the hoppers to the conveyors.

On the roof, we have installed all headhouse distributors, the scale, and structural steel. Additionally, we have completed the Texas house walls (which enclose the distribution conveyors). We are currently installing the distribution equipment at the roof level. Drag conveyor and roof work on the Texas house structure will continue through the month of May.

The tunnel area is completely backfilled, the east dryer foundation is in place, and the structural steel for the dryer stand is erected. Tunnel work is nearly complete, along with the receiving building footings.

Unfortunately, the precast panels for the receiving building will be behind schedule; thus, upon their erection, we will have to work diligently to finish installing

the equipment inside the receiving building, as well as pouring roofs and interior slab work.

On the annex side of the facility, we have installed and welded 12 of the cone hoppers, are ready to weld the other 12 that are hung in place, and have completed wreck-out and pouring of all 3 sections of roof. We began forming the Texas house walls on the south side of the roof.

We have started the cone hopper painting and ductwork installation for aeration. Reclaim conveyor stands are beginning to go in, with exterior at-grade reclaim and bucket elevator equipment being set in place and motors set for reclaim belts.

We'll have much more to report in our next issue!



Top: Annex roof

Center: Receiving and dryer area

Left: Texas house construction with distribution drag conveyors



Major Milestones Completed on United Grain Project in Vancouver

Grain Terminal Improvements; United Grain Corporation; Vancouver, Washington
Ken DuBois, Vice President; Kenny Gubbels, Project Manager
Mike Bangert, Terry Dunnette, and Jeremy Bangert, Project Superintendents
John Severe and Randy Petersen, Project Design Team



New 80-foot silos to left and new shipping/cleaning house and storage annex to right

The “beautiful” rain-filled (and sometimes snowy) winter of the Pacific Northwest didn’t slow down our team, as they made tremendous progress on United Grain’s Vancouver Terminal Improvement Project.

Terry Dunnette, along with Lead Foremen Tom McCracken and Kenny Fuller and their crews, completed all of the



interior floors and equipment installation for the new cleaning and shipping house and placed the roof on the 300-foot-tall tower the first week of May. Work remaining in this area includes the installation of the head sections of the bucket elevators, dust collection and sampling systems, and final spouting work. The new storage silos adjacent to the shipping silos have been

substantially completed under the direction of Foremen Calvin Arneson, Robert Horn, and Larry Keesis. Recently completed work includes the grain reclaim system, roof transfer tower, bridges, and distribution equipment at the silo roofs. Work on the grain screenings loadout system remains.

Two additional major milestones were completed in April. On the 3rd of April, after months of pre-planning, design, structural assembly, and numerous pre-lift meetings,



Second 300-foot bridge being lifted into position

two 300-foot-long clear span bridges weighing 275,000 pounds each were lifted into place (as shown in the above photo). Since the bridges span an existing rail yard, this required them to be assembled off-set and perpendicular to the final elevated position. Four cranes were required to complete the lift, including one positioned in the middle of the rail tracks and one located in such a manner that it required the shutdown of a main access road in the Port of Vancouver. All of the pre-planning resulted in a seamless execution by both Younglove personnel and the heavy lift contractor we partnered with, Axis Crane. This allowed for the bridges to be in place two days ahead of schedule, which was advantageous for the Port of Vancouver and United Grain, as they could then begin utilizing the rail yard and access road. These bridges will eventually transfer grain from the existing rail

receiving system to the new storage silos and cleaning house.

The second major milestone took place the week of April 16. Under the leadership of Superintendent Jeremy Bangert and Lead Foreman Greeley Guerra, three 80-foot-diameter silos (as shown in the photo on Page 4) were slipformed. This was the fourth slipform completed on the project—with a total of nearly 20,000 cubic yards of concrete in the slipform walls.

The ultimate goal of this project—which began with conceptual design in May of 2010—was to allow for the new complex to begin operations in the fall of 2012. Through the partnering relationship that United Grain fostered from the outset, the entire project team is currently preparing to meet this goal; and grain is slated to be introduced into the facility in September.

YOUNGLOVE NEWS

Younglove Employees Attend World of Concrete



From left to right: Design Technician John Severe and his wife, Deb; Superintendent Mike Bangert and his wife, Julie (who is also a Younglove Jobsite Administrator); Project Manager Kenny Gubbels and his wife, Megan; and Foreman John (Kenny) Fuller and his wife, Heather

21 Employees Honored for Their Years of Service with Younglove

A company is as good as its people—and Younglove is certainly no exception. As long as I have worked for this organization, Younglove has been blessed with outstanding individuals working throughout the company as a cohesive team—talented, hard-working, dedicated, and loyal people who love to be part of the process that builds facilities related to feeding others around the U.S. and the world.

Set forth on these pages, we acknowledge a number of Younglove team members for their longevity with us (in 5-year milestones) as of January of this year. We have thanked our dedicated employees every spring since 1976 on the occasion of their milestone anniversary with a nice gift as a token of our appreciation. When you see one of the listed individuals, please take time to congratulate them, for they are part of the heart and soul of our success.

Let me be the first to congratulate each and every one of you and to thank you for your loyalty and dedication to Younglove.

— Michael A. Gunsch, P.E.
President



Dave Toel
Project Manager
35 Years



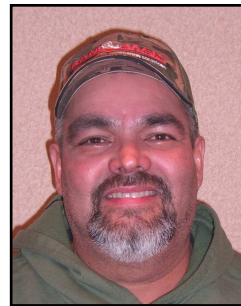
Terry Dunnette
Superintendent
30 Years



Loren Field
Sr. Vice President
30 Years



Annette Viktor
Jobsite Administrator
15 Years



Vince Jimenez
Foreman
10 Years



Cibbin Chipman
Carpenter
5 Years



Robert Horn
Foreman
5 Years



Rene Parra
Welder
5 Years



Henry Parson
Foreman
5 Years



Mike Bangert
Superintendent
40 Years



Steve Johanson
Superintendent
35 Years



Jose Neave
Carpenter
35 Years



Peggy Hamel
Administrative Assistant
25 Years



Roxanne Bierman
Jobsite Administrator
15 Years



David Hylton
Foreman
15 Years



Harold England, Jr.
Foreman
5 Years



John Allen Fritchey
Crane Operator
5 Years



Kenny Gubbels
Project Manager
5 Years



Jose Luis Torres Gonzalez
Lead Foreman
5 Years



Robert Walker
Foreman
5 Years



Tricia Welch
Design Technician
5 Years

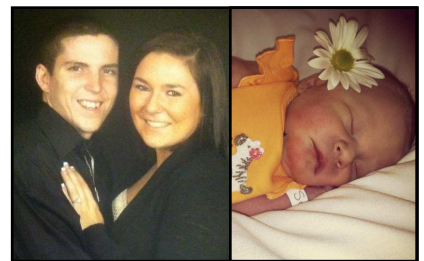


Mike and Julie Bangert will be celebrating their 40th wedding anniversary on May 19, 2012.

Mike is a Superintendent with Younglove and has also been with us for 40 years. He and Julie (who also works for Younglove as a Jobsite Administrator) are currently working on the United Grain project in Vancouver, Washington.

When asked their secret to a long married life, this was their reply: "We have lived together for 40 years, worked together for 21 years, and continue to look forward to spending the rest of our lives together. Several have asked how we do it. Don't quit. Don't quit on each other, don't quit on what we have built together, and don't quit on our belief in the future. Family, love, commitment, and the blessings from God are the answers."

Congratulations, Mike and Julie!



Sean and Charlene Lumbard became the proud parents of a baby girl, Avery Lynn, on April 27.

Sean is a carpenter with Younglove and has been with us about a year now. He's currently working on our Vancouver project. *Congratulations, Sean and Charlene!*

Organized Chaos

By Carlos G. Rodríguez, Project Manager

Organized chaos is a commonly referred-to expression that we've heard from a lot of people the first time they see a slip going on. How else could you describe the sometimes more than 100 employees working on a single shift on one of our slips? Buggy pushers go around filling up the forms, followed by their matching "shovelers". Then a laborer vibrates the concrete; and, once that area is filled with concrete, the rebar crew goes around and lays the rebar required as shown on the blueprints. Underneath them, a crew of finishers are working off a scaffold—rubbing, patching, and brushing the concrete for a nice finish.

Our deck foreman and jack foreman work together as a team, making sure the concrete is setting nicely and the jacking time is adequate, all the while looking around the deck to anticipate any problems that may arise.

The crane hoists up bundles of rebar, metals, blockouts, miscellaneous items, and (depending on the setup of the slip) concrete buckets.

But how do we get to this point? What does it take to have a successful slip? While there are a lot of factors and reasons, the main one is coordination.

Even though our slips usually don't last more than seven days, they really start way before that.

Jacking Equipment and Layout

This item usually starts during the estimating of the project. While we can base the amount of jacks



and yokes on historical data, we normally contact our jack equipment supplier to confirm our layouts and the required number and type of jacks. Once the project is approved, we then coordinate the delivery of the equipment.

Structural Design

The structural design of a slipform structure is very similar to any other type of building in that we still need to meet local codes, meet construction codes, determine if the project is located in a seismic zone, determine if there are any local or federal height restrictions, etc. However, there are other factors that are also involved in our design.

- Is this a single deck slip? Do we require an overhead deck?
- Are we carrying structural beams for our roof and overhead slabs?
- How can we piece our structural reinforcing steel to make for easier placement on site?
- If required, how long or short can we make the ring beams or

embed plates in order to properly fit them in the forms?

Ready Mix Concrete

While all activities during the slipform process are equally important, finding the right ready mix company is key. Consistency in delivery times and quality of the concrete are some of the factors that can certainly make or break a project.

- How many and what size loads do we require to start the slip?
- How much time is needed between loads?
- How far is the batching plant from our job site?
- Do we have any alternate routes from the batching plant to the job site in case there is some type of blockage?
- Are we pumping the concrete? Are we hoisting it?
- Are we using buggies to fill the forms? Where is the concrete hopper in our layout? Are we using a concrete placer?

Weather

While this is completely out of our hands, there are a lot of preemptive measures we can take to eliminate as many weather variables as we can.

- Is this a winter slip? Do we need hot water or accelerators?
- Do we have to winterize the forms and deck?
- Is this a summer slip? Do we require chilled water, retardants, fly ash, etc.?

Labor

One of the most common questions we get is "How and where do you find the required amount of guys with slip experience to work just one week?" Well, it all starts by knowing how many guys we need. The Project Superintendent, Project

Manager, Ken DuBois, and I work together to figure out exactly how many laborers, finishers, and rod busters are required per shift. These numbers are based on historical data, experience, project layout, and other factors. We then call our temporary labor contact in Texas with the number of employees and the starting date of the slip process. We sign them up the day before the slip, checking their immigration status with E-Verify, pre-employment testing as required by the project, etc.

We also figure out the key personnel needed for the slip (i.e., the deck foreman, jack foreman, etc.).

- Do we have enough guys on site?
- Do we need to bring some in from other projects?
- How many hotel rooms are required?
- Do we need to bring another crane operator for the night shift? Is he registered for the crane on site?
- Do we have enough safety glasses, hard hats, gloves, harnesses, and other needed personal protection equipment?

There is one thing we make certain of. While our labor force may change a little from slip to slip, a good percentage of the workers have a lot of experience in slipform construction. Our Project Superintendents average 30+ years of experience, our key foremen average 10+ years, and even our temporary labor force people usually work 10 to 12 slips a year.

So the next time you're visiting one of our projects during the slip and you see guys going in all directions, just remember that there is a method to this madness and that, in the end, every little aspect has been properly planned.

Final Push Put on Alton Feed Silo for ConAgra

Midds Silo; ConAgra Foods; Alton, Illinois

Jeff Poss, Vice President; Carlos Rodríguez, Project Manager

Dave Johansen, Project Superintendent

Tricia Welch, Project Design Leader

After completing the 36-foot-diameter by 110-foot-tall silo slip for the ConAgra Foods feed silo project in Alton, Illinois, in March, Dave Johansen and crew are getting ready to pour the bin bottom slab, loadout roof, and silo roof.

After the different slabs are poured, Dave's crew will then move to install a 100-cubic-foot-per-minute Laidig unloader at the bin bottom slab and a transfer screw conveyor. They will also relocate a leveling loadout screw (including hoist and supports) and install roof bin vents, a new air filter system on top of the loadout roof, and other miscellaneous equipment.

Platforms and stairs should be on site, ready for Dave and crew to have them installed by the end of May.

A 70-foot by 10-foot, 135-ton-capacity concrete truck scale will be placed in the driveway area.

Overhead doors, hollow metal doors, windows, and canopies are to be installed by the end of May.

By the time the next issue of the *Conveyor* is published, we should be finished in Alton. I would like to thank ConAgra Foods for giving Younglove another opportunity to work on one of their projects. We look forward to continuing to build on our relationship and hopefully working together again on future projects.



Feed silo and loadout extension

Younglove Awarded Two United Grain Projects in Montana

Country Grain Elevator; United Grain Corporation; Conrad, Montana

**Jeff Poss, Vice President; Matt Haden, Project Manager; Dar Bierman, Project Superintendent
Tricia Welch, Project Design Leader**

Country Grain Elevator; United Grain Corporation; Culbertson, Montana

**Jeff Poss, Vice President; Dave Toel, Project Manager; Terry Reinert, Project Superintendent
Tricia Welch, Project Design Leader**

Younglove is excited to begin the construction of two country grain elevators for the United Grain Corporation in Conrad and Culbertson, Montana. Both elevators are truck receiving/rail loadout facilities that will supply wheat to the newly expanded terminal in Vancouver, Washington (which Younglove is also currently working on).

A very mild winter allowed the site work in Conrad to start in

January, with Dar Bierman and his crew mobilizing to the site in early March. As soon as they were settled in, we were able to start construction activities on the receiving tunnel. The tunnel slab was poured on the 29th of March, with the tunnel walls following on the 13th of April. Beginning April 26, we started the three-week process of placing 237 auger-cast piles.

During the next two months, the Conrad crew will be busy getting ready for the slipform process, which will begin the second week of July.

Terry Reinert and his crew from southern California arrived in

Culbertson, Montana, in mid-March and began setting up the job site. Again, the mild Montana winter allowed the site contractor to mobilize and get started on the

inbound and outbound roads for the site. The site contractor ran into problems with the subsoil condition and is currently working through them.

The Culbertson crew is preparing the mat slab area for the piling contractor to

install 357 auger-cast piles (each being 18 inches in diameter and 85 feet tall). Our crew will have a lot of work to accomplish for the projected slip date of August 1.

Both of these projects will be under an aggressive construction schedule in order to get all exterior work done before another Montana winter is upon us.

We wish to thank United Grain for awarding us with this repeat business and look forward to continuing to build upon the good working relationship between our two organizations.



Above:
North portion of the
receiving tunnel at
the Conrad site

Right:
35-foot-diameter
slip form being built
at the Conrad site



Magnolia Feed Mill Project Under Way for New Vision Co-op

Feed Mill; New Vision Co-op; Magnolia, Minnesota

**Loren Field, Sr. Vice President; Jared Myers, Project Manager; Dave Brodersen, Project Superintendent
Pat Ebner and Brian Hickson, Project Design Team**

Younglove is pleased to announce that New Vision Co-op has awarded us with a contract to design and build their new feed manufacturing facility in Magnolia, Minnesota.

This new facility will consist of a slip-form concrete mill tower to house the batching system, future pelleting system, and loadout operations. Ancillary structures include pre-engineered metal buildings for one receiving driveway, the warehouse, the tank farm, and loadout extensions.

Feed mill receiving operations will be through a double hopper pit to receive soft stock ingredients at a rate of 12,500 cubic feet per hour. Grinding operations shall be housed in a concrete building next to the Owner-provided grain

storage and shall utilize two 60-ton-per-hour RMS rollermills.

Batching and mixing operations will consist of eighteen major ingredient batching screws, four minor scale batching screws, and four 12-bin micro ingredient systems. A 6-ton Scott Equipment twin shaft mixer is at the center of the batching and mixing system.

Space has been allocated for a future 40-ton-per-hour pelleting system to be installed at a later date. Loadout operations consist of 18 bins in a single driveway and a 9-ton traversing weigh lorry hopper to load bulk trucks.

Dave Brodersen and crew have just arrived in Magnolia. Once we unpack and set up the job site, we can dig our hole, place the

foundation slab, and prepare the slip forms. The scheduled completion for construction is next spring, so we are hoping for a mild winter!

We would like to thank New Vision Co-op's General Manager, Frank McDowell, and Feed Division Manager, Kevin Doppenberg, for entrusting Younglove with the design and construction of this facility.



YOUNGLOVE

Builders of value...

Builders of trust

The Younglove Conveyor is published twice a year by

Younglove Construction
2015 East Seventh Street (51101)
P.O. Box 8800 (51102)
Sioux City, Iowa
712-277-3906 • Fax 712-277-5300
younglove@younglovellc.com
CA Lic. No. 420491

For more information, please request a corporate brochure at the above address.

The Younglove Conveyor, Vol. 12, Issue 1

Younglove...Since 1896

YOUNGLOVE MISSION STATEMENT

Our mission is to provide premier construction services, including design, construction, and project management. We build enduring value and trust using a dedicated team approach to continuously improve customer satisfaction, safety, quality, and our work environment.



YOUNGLOVE

Builders of value...Builders of trust

Younglove Construction

P.O. Box 8800

Sioux City, IA 51102

Address Service Requested

PRSRT STD

U.S. Postage

PAID

Sioux City, Iowa

Permit No. 138

PROJECT UPDATE

Younglove Completes Third Project for The Maschhoffs

Feed Mill Expansion; The Maschhoffs, LLC; Griggsville, Illinois

Mike Gunsch, President; Jared Myers, Project Manager; Dave Johansen, Project Superintendent

Tricia Welch, Project Design Leader

We are excited to announce that The Maschhoffs have awarded Younglove with the design/build contract to install a second pelleting line within their feed mill at Griggsville, Illinois. This was a facility Younglove constructed for The Maschhoffs in 2009/2010.

Dave Johansen mobilized a small crew of millwrights in early February 2012 to begin preparing

for the second pellet line installation. Due to the production schedule of the existing plant, Younglove built temporary isolation walls so plant production could continue



and Younglove could install processing equipment simultaneously. Equipment began arriving in late February/early March.

Start-up of the second pellet line commenced in mid-April; and, at this point, it is in full production.

It has been a privilege to once again team up with The Maschhoffs. We thank them for the opportunity to provide our services and look forward to working with them again.