

INTERNATIONAL

JULY 2014
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cranes

AND SPECIALIZED TRANSPORT



Energy sector

Latin America

Hydraulic gantries

Interview: Roderik van Seumeren

All terrains



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INTERNATIONAL cranes AND SPECIALIZED TRANSPORT

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THE QUEEN'S AWARD
FOR INTERNATIONAL
TRADE 2014



I am very pleased to report that this month we have an exclusive interview with Roderik van Seumeren, one of the best-known figures in the world of lifting and transport. Since 2011, when he left his position as Mammoet CEO, he has maintained a low profile, at least in our industry. He is busy building a portfolio of knowledge-based companies in engineering and training with a focus on people and experience. The phrase "knowledge is power" comes to mind here. See the interview starting on page 19.

A large proportion of the work for van Seumeren's companies is from the energy sector, which continues to drive much of the world's demand for crane and transport services and, with it, sales of new equipment. As fossil fuels become scarcer they are extracted from ever more remote locations with harsh environmental conditions, deeper water and many more issues to contend with.

It certainly keeps things interesting as a demand for new equipment that is better able to handle these extra challenges means that there is a constant development programme. Pioneering equipment designs are often the result. Detail solutions are often provided by very interesting, often relatively unknown specialist engineering companies who get little if any credit for such things.

Requirements for the equipment performance and characteristics vary widely by sector. Our energy sector feature this month, on page 23, picks up on some of the extremes. For successful development, involvement is required not only from end users and manufacturers, of the lifting and transport equipment and of the refinery vessels, turbines, generators and so on, but also from the construction firms that put it all together.

Even the feature this month on hydraulic gantries has a strong connection to the energy market for cranes and transport, often in the electrical generation sector, where this equipment is typically used to install generators and turbines in power stations. For the latest developments see the feature on page 39. As ever, knowledge and communication are vital for safe success.

ALEX DAHM

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ON THE COVER



Vernazza Autogrù work from a crane barge to help recover an Intercity 660 train after a landslide in Italy. See page 16 for a full report.

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HIGHLIGHTS

■ Distribution in Australia by Manitowoc of the TRT PC25 pick and carry crane ended on 30 June 2014. USA-based manufacturer Manitowoc Cranes will no longer offer the 25 tonner built by Tidd Ross Todd Ltd in New Zealand. It started in June 2013 but has now said that it no longer feels able to properly support and market the PC25, in addition to its own full range of mobile, crawler and tower cranes. Manufacturer TRT, also Manitowoc, Grove and Potain dealer for New Zealand, will now offer sales and support directly in New Zealand and Australia.

■ Chinese equipment manufacturer XCMG has opened its first factory outside China. Its plant in Pouso Alegre, in the Brazilian state of Minas Gerais, was inaugurated on 6 June in a ceremony attended by local and national government officials. With the capacity to produce up to 7,000 units a year, truck cranes, excavators, graders and wheeled loaders will be built for the Brazilian and wider Latin American markets. The facility employs around 230. Wang Yansong, XCMG vice president, said the company had invested US\$ 200 million in the factory. Wang added that of the company's US\$ 1.4 billion in exports last year, about one third went to Latin America and 60 % of these was sold in Brazil.

Palfinger acquires 30% stake in Hidro-Grubert

The Palfinger Group has acquired an initial 30 % shareholding of manufacturer Hidro-Grubert, a producer of hydraulic knuckle boom cranes, access platforms and truck bodies in Argentina.

Hidro-Grubert is based in Río Tercero, Córdoba. The company employs 200 staff and made sales of US\$ 16.1 million in 2013.

The agreement states that Palfinger has the option to take over the majority of the company's shares during the next three to five years, a spokesperson said. Family members who have

owned Hidro-Grubert up to now will remain part of the management team.

Herbert Ortner, Palfinger CEO, said, "Hidro-Grubert is going to open up the Latin American access platform market for us. We believe in long-term growth in Latin America. With this shareholding, we are strengthening our market position."

Sergio Bertotto, Hidro-Grubert shareholder and managing director, said, "With Palfinger we will be able to achieve faster and more sustainable growth, because

we will have access to the resources and technologies of the global market leader. The Group's experience in internationalisation and marketing will also be valuable for us."

Closing of the transaction is scheduled for the end of July 2014.

CARGOTEC/CITEC PARTNERSHIP

Cargotec has entered into a long-term partnership with Citec, based in India, and has transferred its engineering centre in Pune, Cargotec Engineering India (CEI), to Citec.

Olli Isotalo, Kalmar president, said, "Cargotec has sought after an engineering partner in India, and Citec's solid experience and track record in working globally from India made the decision straightforward. This partnership allows Cargotec better flexibility and efficiency, while offering great career opportunities for our 110 engineers in Pune."

Martin Strand, Citec CEO, said, "This is a significant step for our operations in India, and it also provides great business opportunities elsewhere. We are ready to serve Cargotec proactively according to our strategic intent, with smart engineering solutions."

Citec has more than 530 employees in India and has offices in Mumbai, Chennai, Bangalore and Pune.

Chunjo in 670 tonne lift

Construction company Chunjo Construction used a Manitowoc 31000 crawler crane to lift a 670 tonne wash tower at the Korea Petrochemical LTD plant in Ulsan, South Korea.



The wash tower measured 92 metres tall and weighed 670 tonnes. The 2,300 tonne capacity crane was configured with 120 m main boom and positioned between refinery equipment and a small river, leaving a limited space of only 15 m for the counterweight, which was suspended above the ground. The lift was carried out with the support of a Manitowoc 18000. Jang Hwan Chang, Chunjo chairman, said, "Any other crane would have taken eight months to complete this lift but we did it in just three."

The 31000 lifts the 670 tonne tower in Ulsan, South Korea

LEEAL LAUNCHES CODE OF PRACTICE

The Lifting Equipment Engineers Association (LEEAA), based in the UK, has launched a new edition of its *Code of Practice for the Safe Use of Lifting Equipment* (COPSULE).

The new edition is also accompanied by an updated version of the User's Pocket Guide to Lifting Equipment, which provides information on legal compliance, planning lifts, and selecting, using and inspecting equipment.

COPSULE is a reference document for the selection, operation and maintenance of overhead lifting equipment. It also addresses common causes of lifting-related accidents and provides practical guidance to help staff comply fully with relevant health and safety legislation, a spokesperson added.

The new version covers a range of equipment, including hoists, winches, slings and most recently electric overhead travelling cranes. It provides advice on methods of installation, inspection, maintenance and storage.

■ For more information visit www.leea.co.uk



HIGHLIGHTS

■ BigRoll Shipping said that the first steel has been cut for its *BigRoll Barentsz* heavy transport ship at the Cosco Dalian shipyard in China. *BigRoll Barentsz* is the first of two MC class module carriers for Netherlands-based BigRoll shipping. The vessel will have Finnish Swedish 1A ice class notation for use in the Arctic and a deadweight of 21,000 tonnes. Deck space will be 42 by 125 metres. Delivery is due for 2015.

■ Crane Rental Corporation will take delivery of a Terex Peiner SK-415 electric tower crane for work in Florida. It will join two of Crane Rental Corporation's other tower cranes on a job scheduled to last twelve months. The company has purchased several new machines over the last 12 months.

New investors for NCSG Crane and Heavy Haul

Northwest Capital Appreciation (NCA) and TriWest Capital Partners (TriWest) have signed an agreement to purchase a majority interest in NCSG Crane & Heavy Haul Corporation (NCSG).

NCSG has more than 285 cranes, 235 lines of hydraulic platform trailers, 300 conventional trailers and specialized rigging equipment in its fleet.

Ted Redmond, NCSG president and CEO, said, "We believe the outlook for our business has never been better and that the TriWest led Investor Group will be a great partner for NCSG and provide additional capital for us to continue to grow our business

and provide even better service to our blue chip North/South Energy Corridor customers.

"TriWest has a long history of working with energy and industrial services businesses helping them expand their geographic coverage and offer additional services.

"This investment will benefit our customers and partners, and provide additional opportunities for our employees."

Cody Church, TriWest senior managing director, said, "We look forward to this new partnership opportunity with the management of NCSG, ATRF and NCA.

"We believe this group has the experience and resources to build a leading global

crane and heavy haul services company. TriWest is excited to work with this experienced team with a proven track record of success in the industry."

Brad Creswell, NCA managing director, said, "NCA is excited to continue to be a significant investor in NCSG. We are proud to have been part of NCSG's tremendous success over the last eight years and believe that with the addition of TriWest our investor group is even stronger."

Financial terms of the transaction were not disclosed. The transaction is subject to regulatory approval and is expected to close before the end of 2014, a company spokesperson added.

Collett on deck

Specialist transport company Collett Transport from the UK has acquired a new 550 tonne payload STB 550 side girder deck from manufacturer Scheuerle, based in Germany.

The hydraulically extendable STB 550 is the latest version designed for flexibility. "The ratio of payload to tare weight has been optimised and, as a result, the STB 550 is far more variable than similar products on the market," said Bernd Schwengsbier, TII Group sales managing director, which includes Scheuerle, Nicolas and Kamag.

Collett will use the new girder to transport 350 tonne transformers but has the option to increase to a 550 tonne configuration. Generators and transformers with different dimensions can be accommodated.

The deck span range is from 29.2 m to 34.2 m long. Loading width can be adjusted continuously from 3,450 mm to 7,400 mm. The vertical lift of the deck in the load-bearing area is 1,650 mm. It is compatible with the Scheuerle Combi series and self propelled modular transporter (SPMT) in 2, 3 and 4-file versions.



The new 550 tonne payload STB 550 side girder deck

NEW LIEBHERR FOR H N KRANE

Heavy lift and transport service provider H N Krane, based in north Germany, has taken delivery of a 750 tonne capacity Liebherr LTM 1750-9.1 wheeled mobile telescopic crane.

The 9-axle unit is the second LTM 1750-9.1 to be added to the H N Krane fleet. It will be used alongside the company's LG 1750 lattice boom mobile crane for erecting wind turbines.

Mirko Schreiber, site manager large cranes at H N Krane, said, "The LTM 1750-9.1 will enable us to increase the amount of pre-assembly of wind turbines we can complete. The 750 tonne crane will also be able to carry out maintenance on the turbines."

Company owner Herbert Nadolny attended the handover ceremony at the Liebherr plant in Ehingen, Germany.

In addition to this order, H N Krane has also ordered a new LTM 1500-8.1 with an 84 metre telescopic boom. The new 500 tonner will also be used to service wind turbines.



H N Krane has taken delivery of a 750 tonne capacity Liebherr LTM 1750-9.1 wheeled mobile telescopic crane

ABA CRANE HIRE GETS TEREX

Crane rental company, ABA Crane Hire, based in the UK, has taken delivery of a 60 tonne capacity Challenger 3180 all terrain crane.

The 60 tonne capacity class AT is the first Terex crane to join ABA's fleet. It has a 50 metre boom and maximum system length is 66 m. All-wheel steering is an option. At 4 metres radius capacity is 37.9 tonnes.

Arnold Baggott, ABA managing director, said, "The Challenger 3180 was our preferred choice for a number of reasons but, particularly, for its compactness on three axles and for having the longest boom length in its class. With a strong load chart and superb driver environment, this latest addition to the fleet promises to deliver everything our customers want and expect." Andrew Snow, Terex Cranes UK, said, "This was an important decision for the company but I know the Challenger will more than meet their expectations and, more importantly, those of their customers."

Crane service provider Rothmund, based in Pforzheim, Germany, has taken delivery of two new Tadano all terrain cranes. Included in the order were an ATF 220G-5 and an ATF 70G-4. The ATF 70G-4 complies with the Euro IIIB emission regulation and can be fitted with the lift adjuster to prevent tilting of the load.

Heiko Brückner, Rothmund Kran and Montage manager, said, "The two-engine concept and the overall impressive performance persuaded us to purchase the ATF 70G-4 from Tadano. We are excited about the two new arrivals. The ATF 220G-5 is an obvious asset in our fleet."

The two new all terrains were handed over to Rothmund by Hans Asam, Tadano area sales manager for Bavaria and Austria.



Armoured rescue crane from Liebherr



Liebherr's G-BKF armoured rescue crane vehicle

Liebherr-Werk Ehingen has designed an armoured rescue crane vehicle for the German Army.

The G-BKF is for repair and handling support for rescue, recovery and emergency aid. Capacity is 20 tonnes and it has a 20.9 metre telescopic boom. It is mounted on a 4-axle all terrain crane chassis. It has all-wheel steering and is powered by a Liebherr D946TI diesel engine. There are two

winches and it has a 16 tonne towing capacity.

Crane control functions can be operated either from the cab or via remote control.

Focus points in the design phase included the protection of passengers with, for example, armoured cabins for driving and crane operation. The designs were achieved with help from Rheinmetall Defence, a specialist in military technology.

"Transparent armour has been enhanced to ensure that it offers ballistic protection and meets the visibility requirements of the Road Traffic Act," the manufacturer said. The protection has been verified to STANAG 4569/AEP 55.

First Fassi F1950RAL to Denmark

Erling Andersen has taken delivery of a Fassi F1950RAL articulated crane. The model is the first one to be delivered to Denmark.

The F1950RAL has a rating of 137.6 tonne-metres and a secondary boom with a reach of 41 metres. With additional attachments, the maximum reach is 50 m. The crane is fitted on a R490 8x4 Scania



truck and has a work angle of up to 80 degrees.

"It is also fitted with a stability control function which uses sensors to monitor the angle of tilting and, based on outrigger set-up and load on the hook, automatically stops the crane before it can move into an overload situation," a company spokesperson added.

The F1950RAL is in the 32 tonne type-approval

category, allowing it to drive on roads without restrictions. In total, around sixty F1950 cranes have been delivered around the world, Fassi said.

Casper Anderson, part owner of Erling Andersen, said, "We operate all over Denmark with our cranes. Buying this vehicle was a major investment for our company, but it is quickly paying for itself because of the speed at which we can carry out jobs."

DOUBLE PURCHASE FOR ROTHMUND

Construction company Guggenberger, based in Mintraching, Germany, used a Sennebogen 643 M wheeled telescopic crane to help build a storage canal at a housing development in Neutraubling. The 40 tonne capacity 643 M is lifting prefabricated concrete elements into position. The crane was configured with 43 metre boom and fly boom to cover all areas of the site. The heaviest component lifted so far weighed 9.8 tonnes. The storage canal will be used to channel rain water and a small brook. The 643 M has a four-point outrigger system and a Maxcab cab, which can be tilted 15 degrees for a better view of operations.

MANITOWOC 999 CRAWLER FOR ISR

International Ship Repair & Marine Services (ISR), based in Florida, USA, has taken delivery of a Manitowoc 999 crawler crane.

The crawler was purchased through a grant from the US Department of Transportation Maritime Administration (MARAD), a spokesperson said.

George Lorton, ISR owner, said, "The crane has fostered greater shipyard production, increased competitive advantage and resulted in higher quality repair services to ISR's customers.

"This crane has contributed to ISR's maintenance of almost 250 shipyard jobs, and the potential to positively impact future growth and development of Tampa Bay's shipyard workforce and local maritime industry," Lorton added.

ISR was one of 12 shipyards to receive a grant through MARAD's Small Shipyard Grant Program.

Faktor 5 first for Allelys

The fifth Goldhofer Faktor 5 vessel bridge has been handed over to a UK company, Allelys Heavy Haulage.

This version of the Faktor 5 is the first to be delivered to the UK. It has a payload-to-deadweight ratio of 5:1 and will be used for transporting heavy loads, including transformers, generators and large industrial components. "This extremely efficient system offers safe and reliable transportation for

loads of up to 500 tonnes with a deadweight of 100 tonnes," the manufacturer said.

The bridge is designed for use as both a conventional high girder bridge and a vessel bridge. "That greatly improves the vehicle's flexibility and equips our customer for every possible operational requirement," Stefan Fuchs, Goldhofer CEO, added.

The Faktor 5 was handed over during the Innovation Days event on 26 and 27 June

at Goldhofer headquarters in Memmingen, Germany. Goldhofer presented a new range of heavy-duty modular transporters and self-propelled modules, including the PST/ES-E 6 (315) and the PST/ES-E (285) modular transporter. Also on show was an updated range of Goldhofer trailers using MPA axle technology with wishbone suspension and a range of models designed for the North American market.

UK company Allelys Heavy Haulage has the first Goldhofer Faktor 5 vessel bridge in the UK



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Crane growth slowed by Chinese

June was not a bad month for the crane manufacturing sector, with the *IC Share Index* seeing just over 4 % growth between weeks 22 and 26. This compared favourably with the various mainstream indexes, the best of which was the Nikkei 225 with its 3.62 % gain over the same period.

Although crane manufacturers out-performed the wider markets by a slim margin, things might have been a good deal better. Growth was clearly held back by the Chinese manufacturers within the index, almost all of which saw their share prices fall over the four-week period.

The falls were not dramatic (the biggest was Liugong's 4.43 % decline in share price) but they were enough to halve the potential gains for the crane manufacturing sector. This figure was arrived by looking at the Legacy *IC Share Index*, set up in 2002, which excludes Chinese manufacturers. The current *IC Share Index* was started in 2011 in recognition of the increasing significance China's crane manufacturers had come to have on the world.

Improved outlook

Over the same four week period that the *IC Share Index* was up 4.02 %, the Legacy *IC Share Index* was up 8.14 %. This illustrates the disparity between the Europe, Japan and USA-based manufacturers,

which are benefitting from the improving global economic outlook, and their Chinese counterparts, which still rely heavily on their weak domestic market.

As comparisons with a year ago illustrate, this has been the case for some time. The Legacy *IC Share Index* has shown much stronger growth over the last 12 months, compared to the *IC Share Index* including Chinese manufacturers.

Making gains

While individual companies such as Manitowoc, Palfinger, Tadano and Terex, have enjoyed

significant gains in share price over the last year, most of the major Chinese players are worth significantly less now than they were in mid-2013. So while some of the equities that make up the *IC Share Index* have taken off in the way you might expect when cyclical stocks see an economic upturn, the Index as a whole has been held back by regional weakness.

An improvement in the Chinese market would push the index higher, as would other events like consolidation of the Chinese sector to take out excess capacity and improve profitability. ■

June saw growth among crane manufacturers' share prices but, once again, the industry was held back by China's key players. CHRIS SLEIGHT reports

JUNE /IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
IC Share Index*		59.53	61.92	2.39	4.02	48.09	28.75
Legacy IC Share Index**		375.10	405.62	30.52	8.14	301.46	34.55
Dow Jones Industrial Average		16699	16852	153	0.92	15024	12.16
FTSE 100		6864	6772	-92	-1.34	6243	8.47
Nikkei 225		14632	15162	530	3.62	13677	10.86
Hitachi Construction Machinery	YEN	1882	2018	136	7.23	2038	-0.98
Konecranes	€	23.69	23.74	0.05	0.21	22.67	4.72
Kobe Steel	YEN	141	152	11	7.80	122	24.59
Liugong	CNY	6.09	5.82	-0.27	-4.43	6.50	-10.46
Manitowoc	US\$	27.57	32.93	5.36	19.44	17.99	83.05
Palfinger	€	27.31	27.30	0.00	-0.02	21.75	25.52
Sany Heavy Industry	CNY	5.21	5.04	-0.17	-3.26	7.49	-32.71
Tadano	YEN	1539	1685	146	9.49	1277	31.95
Terex	US\$	39.48	41.11	1.63	4.13	26.93	52.66
XCMG	CNY	6.83	6.85	0.02	0.29	7.79	-12.07
Yongmao Holding	SGD	0.21	0.20	0.00	-2.44	0.11	81.82
Zoomlion	CNY	4.53	4.43	-0.10	-2.21	5.39	-17.81

*IC Share Index, 1 Jan 2011 = 100

**Legacy IC Share Index, end April 2002 (week 17) = 100

EXCHANGE RATES – US\$

CURRENCY	VALUE AT START	VALUE AT END	CHANGE	% CHANGE	VALUE 12 MTHS AGO	12 MTH % CHANGE
CNY	6.2432	6.202	-0.0412	-0.66	6.17	0.52
€	0.7345	0.7329	-0.0016	-0.22	0.7654	-4.24
Yen	101.90	101.42	-0.48	-0.47	98.76	2.70
UK£	0.5973	0.5877	-0.0096	-1.61	0.6550	-10.28

Period: Week 22 – 26

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Liebherr's LTM 1160-5.2 was new at ConExpo 2014 in March



Ready for the world

**Different requirements
around the world
are influencing the design
of all terrain cranes.**

**LAURA HATTON
investigates**

The 300 tonne capacity
Grove GMK6300L

Crane manufacturers are reporting notable growth throughout North America and Canada in the all terrain crane market. Latin America is also proving to be a stable market, with a number of new projects helping to boost the economy.

Specific country requirements for all terrains are, however, having an impact on new designs. In Japan, for example, space constraints and tight time schedules have a direct impact on the type of crane chosen.

A spokesperson from Tadano Japan explains, "It can be very difficult to

get permission to block public roads, especially to assemble cranes. As a result, cranes need to be quick to assemble and be capable of working in confined areas."

To help overcome this issue, hydraulic telescoping luffing jibs (HTLJ) have become a popular choice for end users in Japan compared to a lattice type jib. Although they tend to be heavier than conventional lattice jibs, HTLJs are easier and quicker to operate, so are being favoured by Japanese end users, the manufacturer says. To meet these requirements in Japan, Tadano offers HTLJ as an option on its ATF 400G-6, ATF 220G-5, and ATF 180G-5.

HTLJ has a self-mounting system so an assist crane is not required, saving both time and space. "Generally, we can transport HTLJ with transporting truck since the length of HTLJ is about 10 m at minimum retracted, even though maximum extended length becomes 20 to 30 m," a spokesperson from Tadano Japan adds.

"Lifting capacity and boom length has been always a demand of crane users," a spokesperson from Liebherr adds. "But safety is also a very important issue, and it is become more and more important."

To meet this demand, Liebherr offers the VarioBase, a variable crane support



ALL TERRAIN CRANES

system that reduces the risk of accidents caused by incorrect use of outriggers. The system works by using a load moment limiter to calculate the available capacity on each outrigger. The design won the Safety ESTA Award of Excellence (see *IC* June 2014, page 55.)

Return on investment

Another influencing factor for customers is cost of ownership. "The argument is that cost should not be the defining factor of an initial investment," a spokesperson from Terex explains, "The focus should be made on how much money can be made after the investment."

"In reality, if a product allows you to make more money but it implies a higher investment, is it more expensive or does it just have a higher cost," Arndt Jahns, Terex product marketing manager for all terrain cranes, says. "Once the product is purchased, its objective is to generate profit for the customer, and here is where design benefits such as versatility and capability are important."

To meet demands for versatility and capability, Terex designed its Explorer models with worldwide regulations in mind. "Many cranes need to be modified



The new Terex 5600

to comply with regulations; the Explorers are ready for the world," Jahns adds. "Variables such as axle load spacing, overhang and height have been taken into account."

Size it up

To meet these demands, the five-axle Terex Explorer 5600 has a 1.4 m overhang, a carrier length of 12.6 m, all-wheel steering, an automatic counterweight rigging system, 68 m main boom and a maximum load moment rating of 480 tonne-metres. It has a capacity of 35 tonnes while telescoping. The IC-1 control system is also fitted for quick configuration. Power comes from a single Euromot IV/Tier 4 Final diesel engine.

The latest model from Liebherr is the 160 tonne capacity LTM 1160-5.2. The five-axle model, which was presented at ConExpo 2014, replaces the LTM 1160-5.1. It has a 62 m boom and is 2.7 m wide. Hoist heights of up to 93 m and outreach of 76 m can be achieved.

"The new crane can carry its double folding jib, a three-sheave hook block and a storage box with a generous payload," the manufacturer says. Power comes from a single six-cylinder Tier 4 Final Liebherr diesel engine. According to the manufacturer this design helps save weight and fuel.

Link-Belt's latest all terrain is the 210 US ton (190 tonne) capacity ATC-3210 which was also revealed at ConExpo 2014. It follows on from the 275 ton (250 tonne) capacity ATC-3275 launched three years before.

To help meet transportation demands, the counterweight sections of the ATC-3210 weigh less than 9.9 tonnes. "The counterweights can also be grouped together with other crane components to maximise overflow loads. The ATC-3210 with maximum counterweight, rigging, matting, and fly extensions can move in



A Tadano ATF 220G-5 fitted with a hydraulic telescoping luffing jib

just three truckloads," a spokesperson from Link-Belt explains.

From manufacturer Manitowoc are the Grove GMK6300L and Grove GMK6400, replacements for the GMK6220L and the GMK6300, respectively.

Compared to its predecessors, the GMK6300L has an 8 m longer boom, while the GMK6400 offers increased load charts. When configured with the Mega Wing Lift and a luffing jib, the GMK6400 has a tip height of 134 m.

Further ahead

Although most manufacturers are keeping tight-lipped about future products, the general feedback is a new range of updated models with Tier 4 Final and Euromot 4 engines; there is even mention of Tier 5 regulation, which is expected to come into effect in 2019. We will have to wait and see whether these models have single- or two-engine designs. Having introduced the topic of the single engine design in last year's feature, the topic will be revisited in an upcoming issue of *IC*.

The Link-Belt
ATC-3210



Lifting your dreams



BREAKING NEW GROUND IN ROUGH TERRAIN CRANE!

145
Tonne

Specification for Crane

Max. lifting capacity:
Max. Lifting Height
Max. Working Radius
Boom Length
Jib Length
Max. Counter Weight

GR-1600XL

160US t x 8ft
Boom: 201.1ft / Boom + Jib: 256.9ft
Boom: 185ft / Boom + Jib: 220ft
42.8ft ~ 200.1ft
33.8ft / 59.1ft
64,600lbs

GR-1450EX

145t x 2.5m
Boom: 61.3m / Boom + Jib: 78.3m
Boom: 56.0m / Boom + Jib: 64.9m
13.1m ~ 61.0m
10.3m / 18.0m
29.3 ton

Specification for Carrier

Engine Model
Max. Output
Overall Length
Overall Carrier Length
Overall Width
Overall Height

Mitsubishi 6M60
200kW(267PS)/2,600min⁻¹
Approx. 16,190mm
Approx. 10,155mm
Approx. 3,315mm
Approx. 3,785mm

A Terex AC 700, AC 100/4 L, AC 140 and a 450 tonne capacity Grove were used to carry out the lift

Italian lifting company Vernazza Autogrù helped recover an Intercity 660 train after the locomotive and carriages derailed following a landslide near the cliffs of Capo Mimosa, Italy. IC reports



Vernazza lifts off the cliff

Intercity 660's derailment was caused by a residential building, which had been brought down the cliff following the landslide, pushing the train off its tracks. Fortunately no one was injured in the incident.

The derailment happened on Italy's south-western Ligurian coast, on a stretch of rail track by the sea, with a vertical rock face on one side and water on the other.

This made the task of putting the train back onto the tracks increasingly difficult. To move the train back onto its tracks, Italian Railway Network Rete Ferroviaria Italiana (RFI) hired lifting company Vernazza Autogrù.

For the task a 700 tonne capacity Terex AC 700 all terrain crane, configured with main boom, SSL, and 180 tonnes of counterweight was used. A 100 tonne

capacity Terex AC 100/4 L, a 140 tonne capacity AC 140 crane configured with main boom and a full set of counterweights and a 450 tonne Grove were also used.

Getting close

Due to the location of the train, a crane barge was constructed. Diego Vernazza, one of the owners of Vernazza Autogrù, explained, "The idea was to build a crane barge – a self-submerging dock that could transport the cranes to a position close to the cliff. A module that could be outfitted in accordance with specific safety and stability requirements and supplemented by ballast compartments to maintain a constant balance during navigation and mooring was also constructed."

The fully equipped dock was 90 metres long and 27 m wide, with an overall capacity of 11,700 tonnes.

"We had to reinforce the basic structure of the floating dock because, at first, the capacity of the module wasn't sufficient to support the weight of the vehicles," Vernazza said, "Once the barge was properly reinforced, we secured the Terex AC 700 to the floating dock to form an integral structure with the floating dock. This crane was the one that executed most of the heavy lifting required. After this was set up, we got the official Italian Marine

The AC 100/4 L all terrain was lifted from the barge onto the tracks, where it was able to lift the train back into its correct position





given attachment points so it could be lifted back onto track.

"The risk was that the locomotive might become separated from the rest of the rail cars," Vernazza said. "However, the locomotive and the first car behind it actually formed a single unit. During the derailment, the bumpers had penetrated deeply into the rail car, and the plates were solidly jammed together. We used multiple air-cushions, each with a thrust of 35 tonnes, to extract the locomotive from the rail car."

To safely carry out the challenging lift, the AC 100/4 L was lifted from the barge onto the rail tracks, where it lifted the train back into its correct position.

The Terex AC 100/4 L all terrain crane was lifted from the barge onto the tracks, from where it lifted the train back into its correct position



Registry [Registro Italiano Navale] (RINA) certification that we needed for the navigation phase and for the subsequent lifting activities," Vernazza added.

Once the barge was ready, a Terex AC 700 was secured to the floating dock, along with the AC 100/4 L and the AC 140.

With the aid of a dive team, which surveyed an area of 5,000 square metres where the floating dock would be moored, the two tugboats and a barge were finally positioned close to the Capo Mimosa cliff. The train, which had been secured, was

The train is secured and given attachment points in order for the crane to be able to lift it back onto track



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Roderik van Seumeren

What has leading industry figure RODERIK VAN SEUMEREN been up to for the last three years since he stepped down as CEO of the world's largest heavy lifting and specialized transport company? ALEX DAHM went to see him to find out

Roderik returns

When I saw Roderik van Seumeren in early June the deal was being finalised on his latest acquisition, that of a majority stake in Alltec Lifting Systems, a specialized engineering and rigging firm based in Texas, USA.

The deal, for an undisclosed sum, adds to van Seumeren's investment portfolio of companies that include lifting, engineering and training services. They are part of his MeeMaken BV holding company.

After leaving Mammoet in July 2011, (*IC* July 2011 News, page 7) where he was CEO from 2005, van Seumeren took some time out to take stock, to study at Nyenrode business university, and to consider his next move in the business.

As part of the well-known van Seumeren family from the Netherlands, Roderik has cranes and specialized transport very much in his blood. On the subject of leaving Mammoet, van Seumeren says, "It was hard work finding myself again because

Mammoet was everything for me. I ran that business very much as if it was my own company." He speaks warmly of what the family achieved. "I miss Mammoet and have no negative feeling to the past. I am proud of it, proud when I see the people, proud when I see the equipment. I am proud of what we achieved and the people who worked for us to make it the number one company in the world in our profession."

The three years from mid-2011 to 2014 was what van Seumeren describes as the intermediate period of his career. Completion of that period was celebrated in mid-May 2014 with a big three day party at Selmers, his oil & gas and water pipeline services company in which he first invested in 2012. Selmers is a well-known supplier of plant and equipment for internal and external pipe coating, pipe cleaning and pipe handling, van Seumeren says. The party coincided with the opening of a

new office, an official goodbye to the old owner and the official appointment of the new managing director. "I was the interim managing director from the day we bought Selmers in September 2012 so now I know the company and the people from an inside perspective and the people know us. That is the philosophy of MeeMaken."

While MeeMaken is not set up to invest in any one particular type of business, its portfolio so far is primarily specialized engineering companies, including lifting and transport. An exception in some respects is the BeOne Development Group online training company, led by Natasja Sesink, van Seumeren's operational partner in MeeMaken. Having said that, a part of that company's offer is functional training, for riggers and similar in the area of safety, health and environmental quality (SHE&Q).

In the next three to five years van Seumeren's target for MeeMaken is to

>



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INTERVIEW

expand it from the current four companies to 10. What defines a suitable proposition for MeeMaken investment is two main criteria. "Our philosophy is that we have two objectives. If they are positive then we think of buying the business."

"The first objective is do we think we can understand the business? The second is can we add value, as MeeMaken," van Seumeren says.

"We are looking for companies that can also add value to the market, know-how companies" Sesink adds.

People first

MeeMaken is an active private equity company. "Instead of just coming in occasionally and looking at the figures we talk to the people. It gives a boost of energy to the company," van Seumeren says. "People make the difference. The internal organisation, the culture and the feeling is what I was responsible for at Mammoet and that is what can make the difference."

Three of the four companies in MeeMaken are closely linked with the lifting and transport, offshore and oil & gas industries – the customers that van Seumeren knows so well. The Netherlands-based Euro-Rigging group includes USA-based subsidiary Rigging Americas and HLT Solutions in Turkey.

Euro-Rigging is an independent engineering and rigging consultancy. It works for equipment end user companies and crane manufacturers alike.

As an example of the kind of work Euro-Rigging does, van Seumeren explains, "We designed, engineered, built and delivered the new spreader beam on the *Svanen* super heavy lifting vessel for Ballast Nedam."

Main focus

The focus at BeOne Development Group is also on the crane and rigging industry worldwide, on the training side, with e-learning, for example, safety, health, environment and quality (SHE&Q), rigging, crane operators and supervisors, Sesink explains.

"At Euro-Rigging, as an independent authority on lifting and hoisting, we are starting work on setting a global standard. At the moment each country has its own standard for what you need to know to be a crane operator or rigger."

"We are now setting a global standard together with Euro-Rigging, a partnership with BeOne Developments. We are convinced that we will add value to the market with things like this."

Van Seumeren continues, "We have the know-how at Euro-Rigging and we know how to deliver it, via BeOne

Roderik van Seumeren, owner and managing partner at MeeMaken, and Natasja Sesink, operational partner



Developments. Delivering this know-how will be my legacy to the industry."

Long term outlook

Sesink says, "We are investing a lot too in our companies. At BeOne Development Group we are investing every Euro we earn, right now in new products and our software platform. We have a long-term strategy. Instead of three or five years, like normal with private equity, with MeeMaken it is undefined. We are looking at what is really the core value that can be added at a company."

Returning to the crane and transport industry more directly, for example, by buying crane rental companies, is not the plan. Van Seumeren says that he is not interested to compete directly again in that area. "What we like to be, with Euro-Rigging and the BeOne Development organisation, is to add value to the market that we came from and we feel already that it is coming."

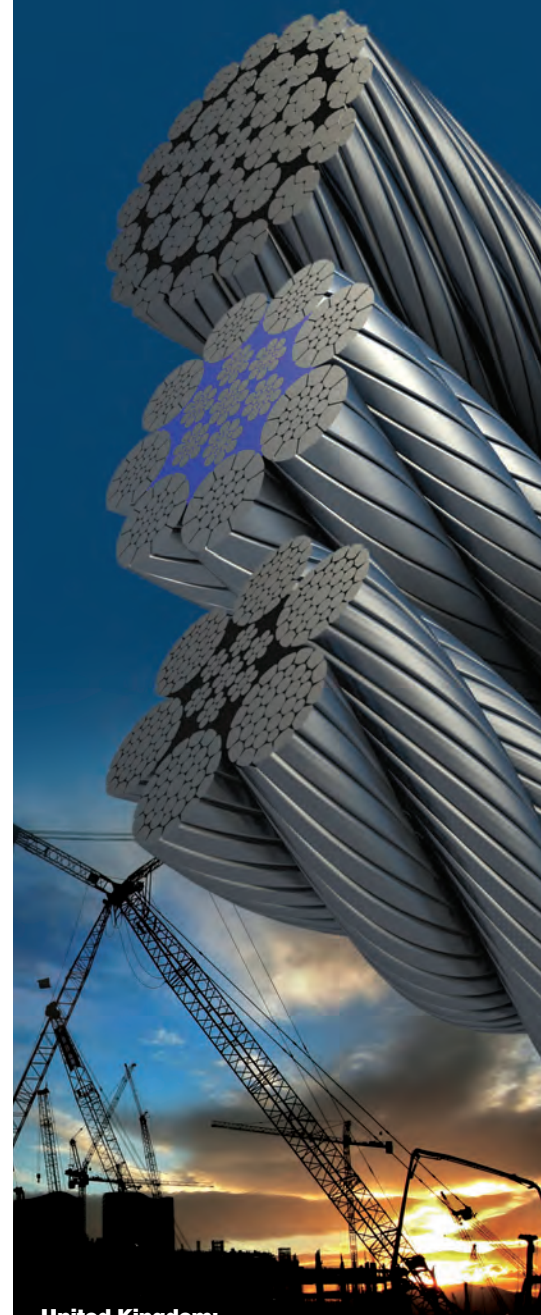
"We can be an independent authority that helps the industry. At Euro-Rigging we understand that this independence is crucial." The company can impartially

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recommend one particular crane service provider over another in the best interests of the client. The same will also apply with Alltec Lifting Systems. "As a user you are never independent and therefore not always necessarily best placed to advise in the best interests of the client."

The latest acquisition, Alltec Lifting Systems, will be able to partner with other van Seumeren companies, including Euro-Rigging in the Netherlands, Turkey subsidiary HLT Solutions and US subsidiary Rigging Americas.

Among many other things, this will allow for expansion in the offshore oil & gas industry as well as the further growth in the industrial markets which included but are not limited to, power, refining, petrochemical, offshore and commercial projects.

The family

Since leaving Mammoet in 2011 the van Seumeren family has started back in the industry, each in a slightly different area. Frans has heavy lifting and transport specialist Roll-Lift (*IC* December 2011 News, page 6, *IC* January 2012, page 15)

and heavy lift shipping company RollDock. Jan Junior has the Re-Move crane capacity provision and financing company and crane and transport trading portal Cranes 4 Cranes (*IC* October 2012, News page 6, *IC* January 2014, page 20).

On the suggestion that one day the family might all get back together and combine their various different areas of business expertise into one whole again, Roderik van Seumeren says that there are no plans but, "Never say never. It could be but, on the other hand, as it is at the moment, everyone has their freedom. We had 20 years in Van Seumeren and Mammoet and we always had to discuss with each other. Now I am free. We are all in charge of own agenda.

"At Mammoet I worked hard to succeed Frans to be the CEO but there was a legacy from the past. The pressure now is completely different and that is not bad. It is now a different time in my life. I grew up with the family in the company for a good period of time. Now I can do it, together with a small team in the Holding, on my own. There is still involvement with cranes and transport and I enjoy that of course." ■

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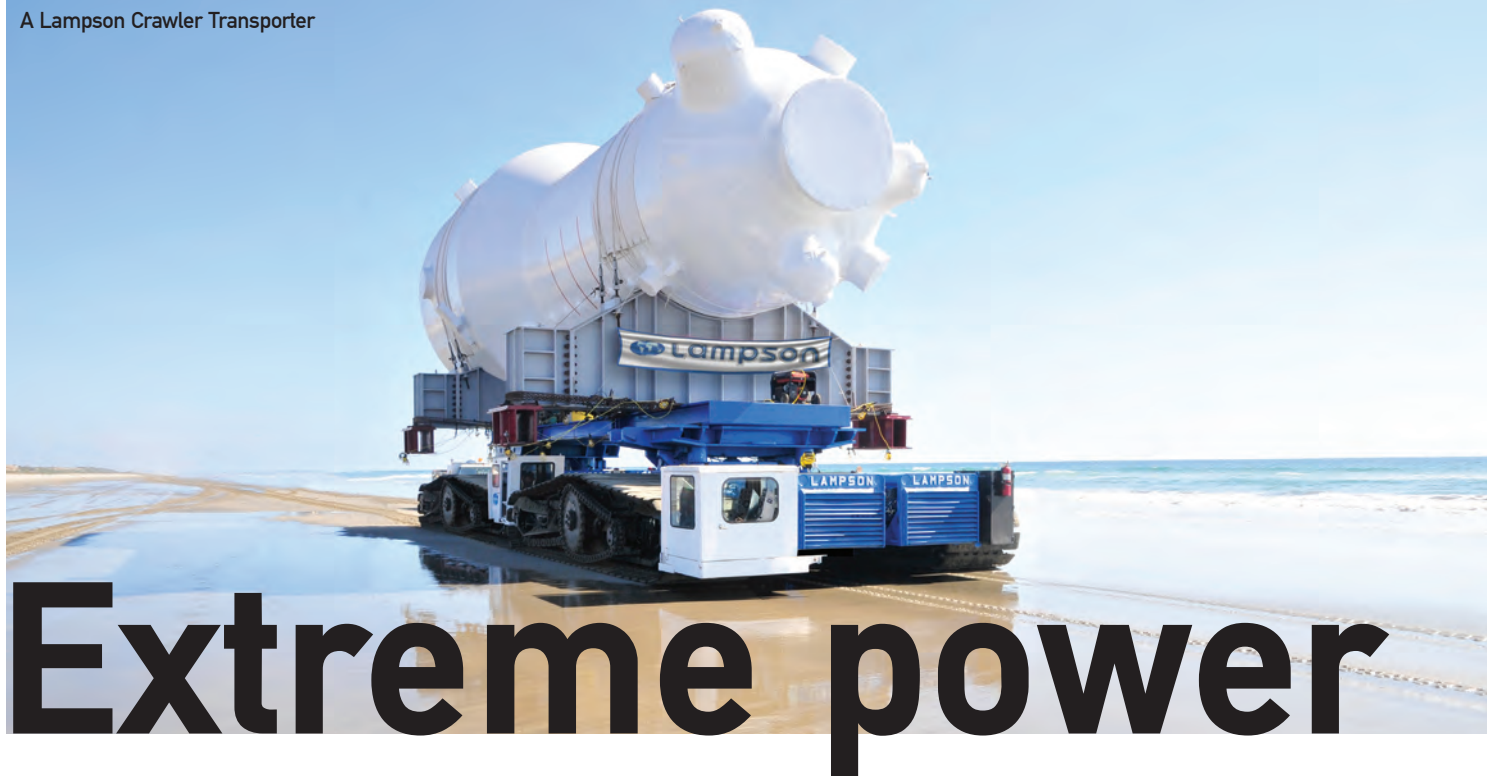
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A Lampson Crawler Transporter



Extreme power

Companies need to adhere to strict safety and training programmes to work in the energy sector.

LAURA HATTON finds out more

Guay performing a heavy lift at Valero's Refinery in Levis, Quebec. "We lifted a Column of 97 tonnes in April 2014 at a radius of 41.7 metres. We used a 700 tonne Demag CC 2800 with of 35.9 m of main boom and 41.7 m of luffing jib and 250 tonnes of superlift counterweight. The tailing crane was a Grove GMK6300L with main boom and full counterweight."



Work sites on energy related projects are some of the most demanding and hazardous environments in the industry. Some sites have explosive risks while others pose a radioactive threat; these hazards, along with space and time constraints, influence what equipment is used on site.

"Usually with petrochemical projects there are around 20,000 people working on site, with multiple contractors and people working in one area," a spokesperson from Terex explains. "The dynamics of working in such conditions are difficult. For example, one sub contractor may need to close an area where another contractor is working; this can have a domino effect on contractors down the line. So the ability of being able to get to the job site, use the minimum amount of space, and assemble things quickly, do the job and leave is very important."

Matt Rushton, ALE senior sales manager, says, "Each sector of the energy market is unique in its requirements for the use of cranes. Petrochemical as well as oil and gas will largely involve the use of larger cranes, such as the AL.SK crane."

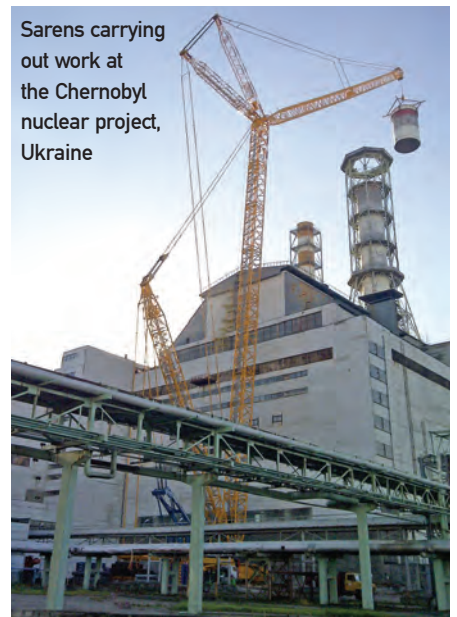
Kate Lampson, Lampson International, says, "Right now it seems that the Manitowoc 4600 (both with and without ring attachments), Manitowoc 2250 and high capacity heavy lift cranes, such as our

Lampson Transi-Lift, are the most popular cranes. With regard to transport gear, we tend to use Goldhofer and Scheuerle modular trailers as well as our Lampson Crawler Transporters."

A spokesperson from heavy lift and transport specialist Sarens adds, "For coal power plants there is the demand for a mix of equipment, including tower cranes and crawler cranes. For thermal plants there tend to be more hydraulic cranes at work and mid size crawlers. Nuclear new builds tend to need super heavy lift cranes with capacities up to 4,000 tonnes."

The latest nuclear project worked on by Sarens was the New Safe Confinement Project at the Chernobyl Nuclear Power Plant in the Ukraine. The project was to

Sarens carrying out work at the Chernobyl nuclear project, Ukraine



help contain a damaged nuclear reactor building and prevent the reactor from leaking further radioactive material into the environment. Sarens used a Terex CC8800-1. Tasks for the crawler included removing an old chimney. For the task the crawler was configured with SWSL 102 to 108 metres, 50 m SL boom, 235 tonnes of counterweight and 640 tonne SL-tray. In total, seven sections of the chimney, each weighing around 55 tonnes were stabilised and dismantled. Any miscalculations of the lift could have caused a cloud of radioactive dust.

“For nuclear work specific training is needed, which can take several days,” a Sarens spokesperson adds. “This is completed before employees can enter the plant. In addition, radiation evaluations have to be done every day.”

Safety standards

Due to the nature of work in the energy sector, safety is extremely important. A spokesperson from Terex explains, “Companies are very strict with safety. The

more critical the lift the more important this is. Some safety features, such as fall protection systems, started out as requests from refineries then they became standard.”

Operator training is another area that is tailored to suit individual sites. Matt Rushton, ALE senior sales manager, says, “Employee training at ALE is sector- and equipment-specific, depending on the requirements of a contract.”

A spokesperson from Terex adds, “Energy and petrochemical projects are the strictest in the industry. Depending on the construction site and company additional certification and training can be required.”

Kate Lampson explains, “What this means from a business perspective is that we are required to build training into our project bid. We look at this as a fundamental way to help ensure a safe project and overall project success.”

Companies such as Guay, based in Canada, have their own health and safety programmes. “These programmes can last up to three days, depending on the type of work,” a spokesperson from Guay says. “Health and safety is one the most important values for our company so we invest a lot of money in training.”

Future prospects

The energy sector is making way for new trends and developments. Recently popular industry sectors, such as shale gas, are expected to cause some changes throughout the industry. However it may take some time for these projects to take a firm place in the sector, as Bill Lampson, Lampson

RESTRICTED SPACES

To overcome space restrictions in areas such as electrical substations, compact cranes are a popular choice, as they can get closer to substation lifting locations for precision operations. “This is a quicker, simpler and safer alternative to using a larger city crane with a big working radius and operating it from the roadside,” Michael Heneghan, GGR Group sales director, explains. One of the latest tricky lifting projects carried out by GGR was the removal and replacement of a transformer at a substation in the UK. For the task a battery powered Galizia F200E Plus pick and carry crane was used at a substation in Leicester, UK, to uninstall six 2.9 tonne transformers and replace them with new ones. The F200E has a 2.3 m wide chassis, front wheel drive and 180 degrees hydraulic steering to help manoeuvre around obstacles and narrow points on the site. The 20 tonne capacity zero-emissions F200E has a 12 m maximum lifting height and removable counterweight.

International president and CEO, says, “The United States will probably continue to struggle until the current administration begins to embrace the benefits of natural gas, coal, power plants, the Keystone Pipeline and enhance opportunities for fracking. Until the regulations and tax burdens on those of us in the construction industry are reduced, we will continue to experience a stagnant market.”



Heavy lift and transport company SW Trans, based in Russia, install four catalytic cracking units at the RN-Komsomolsk refinery, owned by Rosneft, in Russia. SW Trans used a 1,600 tonne capacity Terex CC 8800-1 crawler crane. The cracking units weighed between 330 and a 1,360 tonnes. The largest reactor was 45.73 m long with a diameter of 5.13 m. It was lifted and positioned using the CC 8800-1 with two lines of SPMT. Challenges included a tight time schedule and extreme weather conditions. The lift took six hours to complete and was carried out in a confined area, in temperatures of -22 degrees Celsius. The crane was erected by a crew of six in just 12 days. For the larger lifts it was configured with Tele-SL Superlift with 66 m main boom, 295 tonnes on-board ballast and 640 tonnes of wagon ballast.



ALE completes the off-loading of eight components for a prototype wind turbine for a project in Fife, Scotland. The 7 MW turbine is one of the largest in the world with a blade tip height of 196 m from sea level. The turbine components were offloaded using an AK912-1 crane and assist cranes. The two tower sections weighed 350 tonnes each, the nacelle weighed 525 tonnes, and three 85 m blades weighed 80 tonnes each. A jacket weighing 480 tonnes and one 'T' piece weighing 475 tonnes were also offloaded. The components were lifted from the ship onto SPMT.

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Almajdouie moves world's largest evaporator

Almajdouie Logistics has transported what is believed to be the world's largest evaporator to the Yanbu 3 Desalination Project in Saudi Arabia.

The total gross weight of the cargo during transportation was

GIGA LOGISTIC TAKES THE TELEMATX

Giga Logistic, based in Sweden, transported 55 metres long turbine blades for a wind farm in Björkhöjden, Sweden, using a Faymonville TeleMax trailer.

The blades were 4.3 m wide and weighed 12 tonnes. They are for a Siemens 3 Megawatt turbine. They were transported from Köpmanholmen on the TeleMax trailer to Björkhöjden.

The TeleMax flatbed semi-trailer with pendular axles is extendable up to 65 m and has a steering angle up to 60 degrees, the manufacturer said. The trailer has rear slide-out extendable platforms, which can be used as resting points for the rotor blades. Rotor blades up to 80 m long can be accommodated. "This effectively counteracts the bending with an extremely long load," a spokesperson added.



The Faymonville TeleMax carrying a rotor blade

5,736.8 tonnes. The evaporator was 137.9 metres long, 32.1 m wide and 11.4 m high.

It was shipped from Vietnam to a jetty at Yanbu. On arrival at the jetty the evaporator was jacked up and then unloaded using a roll-off operation and loaded onto 200 axle lines of self propelled modular transporter (SPMT). A steel plate bridge was placed between the vessel and the jetty to aid the procedure. The SPMT was fitted with temporary intermediate steel supports.

VAN DER VLIST RE-INSTATING THE MV TRANSSHELF

Transport company Van der Vlist helped deliver a jacking system in Rotterdam, the Netherlands, for the vessel *MV Transshelf*.

In total, eight substructures and eight grillage elements were transported. The cargo pieces weighed between 200 and 220 tonnes.

For the task, the cargo pieces were unlashed and dismantled on board *MV Transshelf* and discharged on pontoons, a company spokesperson said. Van der Vlist then arranged for the removal of oil from the jacking units.

Once complete the eight substructure units were removed and placed into long term storage in a facility in Moerdijk. Once fully installed, the jacking system on *MV Transshelf* will be used to install offshore oil platforms, including the OFON II project.



The eight substructure units were removed and placed into long term storage in a facility in Moerdijk

The Yanbu 3 multistage flash (MSF) plant will supply fresh water to Yanbu and the Medina region



In total six evaporators will be delivered to Yanbu, four of which will be delivered from Vietnam. The remaining two evaporators are being made by Bilfal Heavy Industries, in

Saudi Arabia. The contract is worth around US\$ 1 billion. Once complete, the Yanbu 3 multistage flash (MSF) plant will supply fresh water to Yanbu and the Medina region.

WORLDWIDE TRIP FOR POLYTRA



Heavy lift and transport company Polytra, based in Belgium, helped deliver 12,000 freight tonne steel structures from Germany to Houston, Texas, USA.

Polytra collected the pre-assembled structures from Moravski Krumlov port in the Czech Republic and transported them to Hamburg Port, Hamburg.

The cargo included 24 module casings measuring 32 x 4 x 2.2 metres, which weighed between 36 and 55 tonnes. The cargo was moved using 68 trucks.

During the project the transport had to drive for several kilometres in reverse, from the factory, due to limited space for turning due to the length of the cargo.

STP Premat transports locomotives

Specialized transport company STP Premat, based in France, used Nicolas MDEL TP trailers to transport several trains for a railway repair workshop facility in Saint Avold, France.

The train carriages weighed around 50 tonnes each. They were transported from Les Mureaux and moved 424 km to Saint Avold. To transport the cargo, the Nicolas MDEL

TP trailers were modified to include rails embedded in the deck.

In total, the convoy length was 35 metres. The heaviest trailer load of 2 + 4 axles with a 65 tonne locomotive, weighed a total of 101 tonnes.

Eduard Pointeau, TII Sales

The 60 degree steering angle of the Nicolas MDEL TP helps ensure manoeuvrability while the rails on the deck keep the load securely in place



area sales manager, said, "STP Premat did an excellent job here. The customer can completely rely on the MDEL TP which provides planning reliability and allows such a high level of performance."

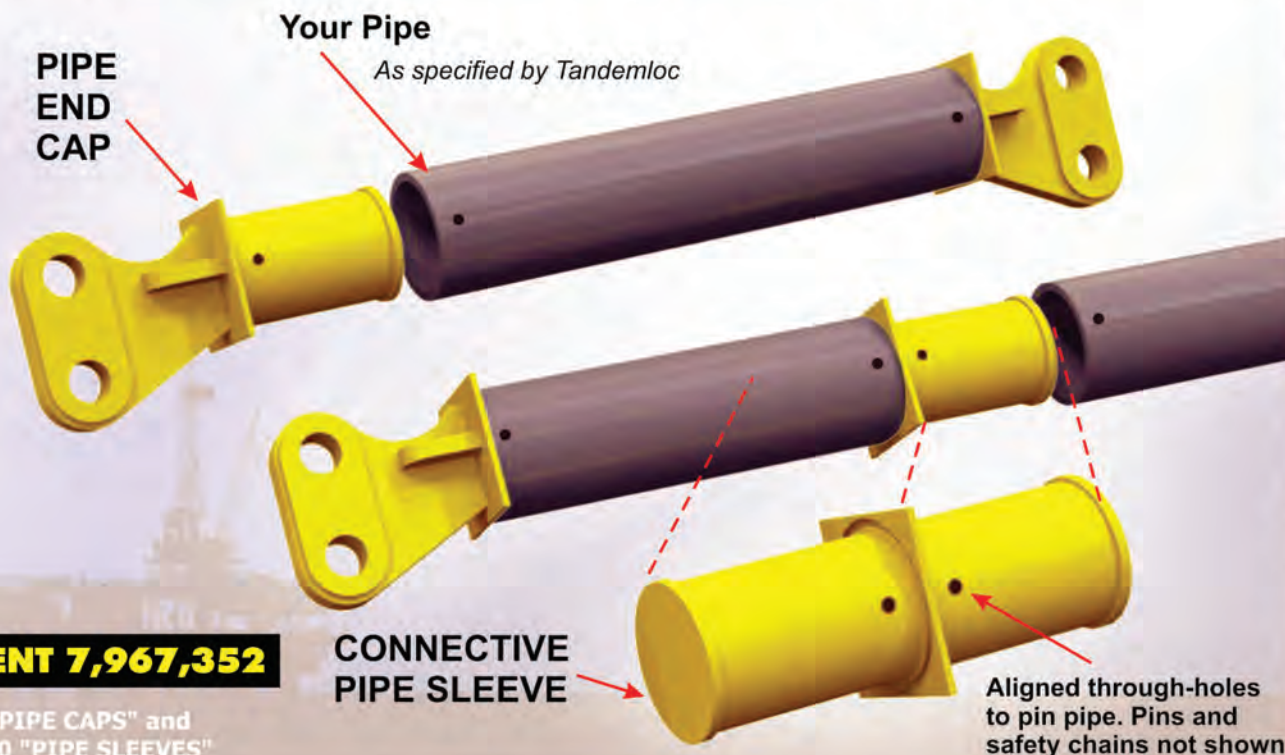


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Spreader bars and lift beams in practice

For this, the second article on spreader beams, **MARCO VAN DAAL** presents a rigging case study on some of the figures that are shown in last month's article

Feedback on the first spreader beam article, published last month, suggested that a rigging case study would be beneficial in further explaining the principles discussed.

The first lift, see Figure 1, concerns a 185 metric ton (407,500 pound) vessel with an approximate length of 65 metres

FIGURE 1



FIGURE 2



(213 feet). This article will show how certain decisions led to the chosen crane configurations and why. For the sake of completeness I mention here that this vessel was transported from the fabrication yard to site (both in Dubai, United Arab Emirates) on a dolly configuration of 2 x 12 Cometto self propelled axle lines with turntables. The road was not particularly long but it was a road with many turns and a number of roundabouts which made it an extremely slow moving transport. The site was a grass roots site and this vessel was one of the first vessels to be erected.

The centre of gravity (CoG) of this vessel was some 10 m below the centre line and, therefore, at the initial pick off the transporters, the head lugs carried the following:

EQUATION 1

$$Load_{HEAD} = \frac{Dist_{TAIL}}{Dist_{HEAD} + Dist_{TAIL}} * W_{VESSEL} = \frac{74}{139 + 74} * 185 = 64 \text{ ton or } 141,000 \text{ LBS}$$

And the tail lug carried the following: (See also Figure 3)

EQUATION 2

$$Load_{TAIL} = \frac{Dist_{HEAD}}{Dist_{HEAD} + Dist_{TAIL}} * W_{VESSEL} = \frac{139}{139 + 74} * 185 = 121 \text{ ton or } 266,500 \text{ LBS}$$

The main lift crane was a Demag CC 2400 lattice boom crawler with superlift attachment. As we know from last month's article the tail arrangement consisted of two Manitowoc 4000 crawlers with a lift beam. Figure 2 shows the entire

lift arrangement with both the main lift crane and the two tailing cranes. For the tail crane arrangement, both Manitowoc 4000s were rigged with the shortest possible boom of 70 feet (21.3 m).

Figure 4 shows the outline dimensions of a >

ABOUT THE AUTHOR



Marco van Daal has been in the heavy lift and transport industry since 1993. He started at Mammoet Transport from the Netherlands and later with Fagioli PSC from Italy, both esteemed

companies and leading authorities in the industry. His 20-year plus experience extends to five continents and more than 55 countries. It resulted in a book *The Art of Heavy Transport*, available at: www.khl.com/books/the-art-of-heavy-transport/

Van Daal has a real passion for sharing knowledge and experience – the primary reason for the seminars that he frequently holds around the world. He lives in Aruba, in the Dutch Caribbean.

FIGURE 3

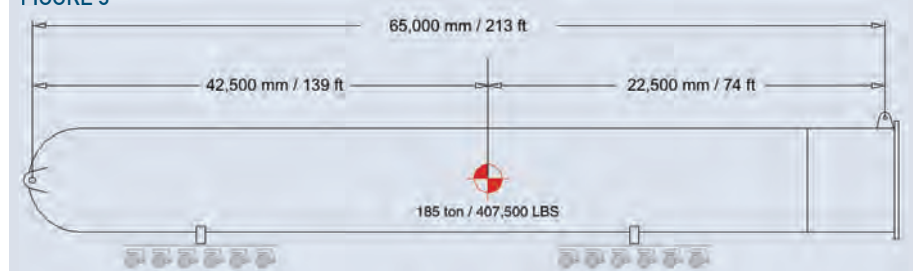


FIGURE 4

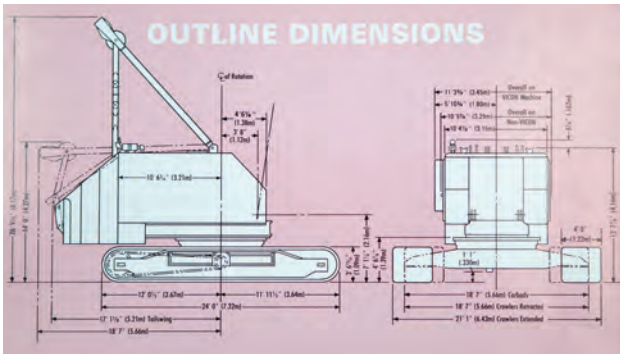


FIGURE 5

BOOM LGTH. FEET	OPER. RAD. FEET	BOOM ANG. DEG.	BOOM POINT ELEV. FEET	CAPACITY CRAWLERS RETRACTED POUNDS	CAPACITY CRAWLERS EXTENDED POUNDS
15	80.7	76.2	350,000	350,000	350,000
16	79.9	76.0	308,600	332,800	332,800
17	79.9	75.8	275,000	307,900	307,900
18	78.2	75.6	248,000	285,200	285,200
19	77.3	75.4	223,800	270,100	270,100
20	76.5	75.2	206,900	253,500	253,500
22	74.8	74.7	177,200	214,000	214,000
24	73.1	74.1	154,800	184,800	184,800
26	71.4	73.4	137,200	162,500	162,500
28	69.7	72.7	123,100	144,800	144,800
30	67.9	72.0	111,500	130,500	130,500
32	66.1	71.1	101,700	118,600	118,600
34	64.3	70.2	93,500	108,600	108,600
36	62.5	69.2	86,400	100,100	100,100
38	60.6	68.1	80,300	92,700	92,700
40	58.7	66.9	74,900	86,300	86,300
45	53.8	63.6	63,900	73,400	73,400
50	48.6	59.6	55,600	63,700	63,700
55	42.8	54.7	49,000	56,000	56,000
60	36.4	48.7	43,600	49,800	49,800
65	28.8	40.8	39,200	44,800	44,800
70	18.6	29.5	35,500	40,500	40,500

Manitowoc 4000 and in this outline we can see that the minimum radius, from centre of rotation to the end of the crawlers, is almost 12 feet (3.65 m). To allow for some degree of motion or swinging during the initial lift and the tailing or walking operation, a 6 foot (1.8 m) gap between the crane and the vessel skirt was allowed for. This brought the total radius to 12 + 6 = 18 feet.

The Manitowoc 4000 chart in Figure 5 indicates a capacity of 285,200 pounds (129 tonnes) at 18 feet (5.5 m) radius with fully extended crawlers. This does not include the weight of the hook block and rigging.

Vessel 266,500 pounds
Hook block 4,900 pounds
Rigging 1,500 pounds
Total 272,900 pounds

FIGURE 6

	216.5 ft	236.2 ft	275.6 ft	295.3 ft	
0 lb	0-551klb	0 lb	0-551klb	0 lb	0-551klb
29.5 ft	29.5-49.2ft	29.5 ft	29.5-49.2ft	29.5 ft	29.5-49.2ft
ft				1,000 lb	
29.5	394.6	582.0	-	-	-
32.8	357.1	582.0	502.7	-	-
36.1	328.3	577.6	339.5	400.1	283.3
39.4	299.8	577.6	310.9	500.4	378.1
42.7	256.8	577.6	285.5	261.2	378.1
45.9	256.8	577.6	245.8	500.4	226.0
49.2	222.7	564.4	214.3	500.4	374.8
52.5	197.1	535.7	188.9	500.4	217.2
55.8	197.1	535.7	188.9	480.8	372.6
59.1	175.3	507.1	168.2	463.0	371.5
62.4	156.1	480.6	150.8	445.3	363.6
65.7	156.1	480.6	150.8	445.3	343.7
69.0	137.1	456.4	135.6	425.5	356.0
72.3	137.1	456.4	135.6	425.5	349.4
75.6	121.9	415.6	120.2	405.7	121.3
78.9	108.9	381.4	107.4	380.3	341.7
82.2	98.1	350.5	96.3	350.5	328.5
85.5	98.1	350.5	96.3	350.5	315.3
88.8	80.7	302.0	78.9	300.9	76.3
92.1	67.5	265.7	65.7	263.5	288.8
95.4	67.5	265.7	65.7	263.5	261.2
98.7	57.1	235.9	54.9	234.8	231.5
102.0	48.3	211.2	45.9	209.9	50.3
105.3	41.0	190.7	38.6	189.2	51.2
108.6	35.1	173.3	32.4	171.7	33.7
111.9	30.0	158.5	27.3	156.7	28.9
115.2	-	-	22.7	144.0	16.6
118.5	-	-	-	-	19.0
121.8	-	-	-	-	14.6
125.1	-	-	-	-	10.6
128.4	-	-	-	-	7.3
131.7	-	-	-	-	109.1

This is at 96 % of the chart and does not yet include an allowance for dynamic impact during the walk of the tailing operation. The Manitowoc 4000 does not walk as smoothly as modern crawler cranes so dynamic impact is definitely a factor to reckon with.

The call was made that this was too close for comfort and as there was an additional Manitowoc 4000 at our disposal, not too far from the lift site, so this second crane was mobilised for the tailing part of the lift.

The load per crane now became as follows:

Vessel 133,250 pounds
Hook block 4,900 pounds
Rigging 1,500 pounds
Total 139,650 pounds

This is at 49 % of the load chart and was deemed a better solution than a single tail crane. The distance that both the tail cranes had to walk was approximately the length of the vessel or, roughly, 200 feet. A travel path was prepared for the tail cranes.

Main crane arrangement

Once fully vertical, the entire weight of the vessel (185 metric ton / 407,500 pounds) is suspended in the hook block of the CC 2400. Figure 6 shows the chart of this 236 foot boom (72 m) with superlift configuration. With the hook block weighing 14,110 pounds (6.4 tonnes) and the rigging estimated at 10,000 pounds (4.5 tonnes), the capacities inside the red box are all sufficient to execute this lift. In reality the radius never exceeded 59 feet (18 m) and this was for a very specific reason.

FIGURE 7



MAIN CRANE LOAD

Vessel 407,500 pounds
Hook block 14,110 pounds
Rigging 10,000 pounds
Total 431,610 pounds

With the vessel being 213 feet (65 m) long there was a risk of running out of lifting height (boom point elevation) if the radius would pass 60 feet (18 m). The crane was positioned in such a way that the vessel could be set at 59 feet radius. A longer boom, 275 feet (84 m), was initially considered but the reduction in capacity made this not a feasible option. A shorter radius was also considered. There was not much margin for error or unforeseen. At the set radius of 59 feet (18 m) the crane capacity is 480,600 pounds (218 tonnes); this lift is at 89 % of the load chart.

The capacity of the crane was less worrisome than the available lift height. To create some additional margin and to ensure sufficient lift height, a civil contractor was brought in to create a crane pad that was elevated by 3 feet. On top of the crane pad, 1 foot thick crane mats were placed. This created an additional lift height of 4 feet (1.2 m).

All dimensions and radii were laid out in such a way that the CC 2400 never had to travel an inch, it remained stationary.

Once the vessel touched down on the foundation, the superlift tray sits down on the ground behind the crane as well. The engineering study and lift plan brought the critical point to light so that the appropriate mitigating action could be taken.

The lift was well orchestrated and execution, despite the challenges, went smoothly. See Figure 7.

NOTE: Every effort is made to ensure the accuracy of the contents of these articles. If you find any mistakes, a brief notification and explanation would be appreciated.

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A Liebherr LTM 11200-9.1 telescopic crane owned by Makro in Brazil, working on the expansion of the Shopping Iguatemi Fortaleza in Brazil. It was configured with 50 metre telescopic boom and a 90 m luffing jib with an angle of 76 degrees at a radius of 96 m. Total reach was 131 m

The market in Latin America is changing and new services and models are being introduced to the region to help meet demand. LAURA HATTON investigates

A changing landscape

Countries in Latin America are experiencing widely varying levels of demand for new equipment and services. Although the demand in Chile is fairly stable, there is a decline in Mexico, which is mainly being influenced by the change of government and the GDP growth reduction from 3.5 to 1 %, a spokesperson from crane manufacturer Hiab explains.

“Unlike the last four years where most companies in the sector invested heavily in new equipment acquisitions and new

companies sprouted, the last 12 months have shown a slowdown in investment,” a spokesperson from Makro adds. “The main reason behind this is the decrease in economic growth and postponement of several important infrastructure projects. This is mostly due to companies having invested during 2012 in government and private projects that were cancelled or postponed, causing a direct reflection in price.”

Another factor that is due to influence the market is a new wave of private

companies entering the region. “The law has changed,” a spokesperson from transport company Tradelossa explains, “and private companies are going to start coming into Mexico. We are hoping that this is going to bring in more investment and benefits.”

Benefits that include higher quality, equipment reliability and better safety standards are already starting to be felt in the region. A spokesperson from Liebherr explains, “Over the last few years we have observed an increase in safety awareness and demands of higher crane technology, which originate from industries such as mining, petrochemical and wind. These requirements contribute largely to the product development.”

“For instance in Brazil, a norm for a workman basket installed in cranes,



Irga at work on the Renova wind farm project in Brazil. It includes road transport and erection of 230 wind turbines working with Mammoet Wind

A Liebherr LTM 1220-5.2 working in a mining application



called NR12, was developed with Brazilian authorities,” a spokesperson from Palfinger points out. “Similar to EN 280, this norm obliges its use combined with remote control, electronic overload protection (PAL50), AUSW (outrigger monitoring), TRAN2 (main boom monitoring during transport), slewing limitation and emergency pump.”

Product development

Alongside new safety standards, a number of new models have emerged designed for the Latin American market. From Hiab, for example, is the XS1055 E-8. A target application is cleaning sewage from open channels. It is fitted with a clamp that can be used for picking up all kinds of waste. “This is a new application,” a spokesperson from Hiab explains. “It was designed because during the rainy season the water gets polluted with rubbish, blocking the exit channels. We are just starting with this idea in Mexico City.”

Three new cranes, the TCC-500, RTC-80150 Series II and ATC-3210, will



The first Tadano ATF 400G-6 delivered to South America, for Transportes Montejo, one of the biggest rental companies in Colombia



A Terex HC crawler crane in Peru

be added to Link-Belt's line-up for Latin America. “Export versions of the TCC-500 come with a Tier III engine package and hydraulic, pilot-operated control valves,” Corey Rogers, Link-Belt regional sales manager for Latin America, says. Link-Belt also offers the ATC-3275 with export configurations that include lighting packages.

Launched for the Brazilian market from Palfinger are the MD 30007 and the MD 60007. The MD 60007 has a 15 tonne capacity at 4 m radius, remote control and overload protection. Models MD 20005

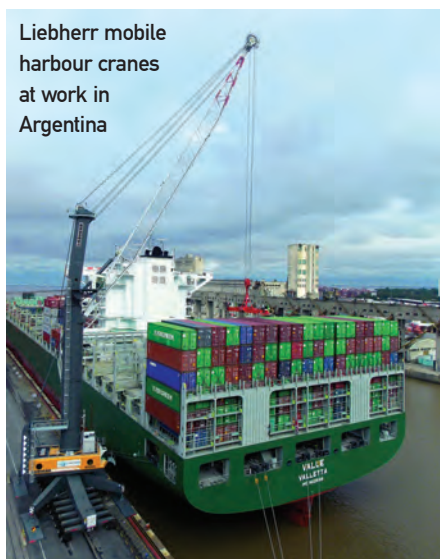
and MD 12005 are planned for launch at a later date.

From Manitowoc is the Grove RT765E-2 rough terrain produced in Passo Fundo, Brazil. The 60 US ton (58 tonne) capacity crane has a 33.5 m Megaform boom and an optional bi-fold swingaway lattice extension. Leandro Nilo de Moura, Manitowoc marketing manager for Latin America, says, “It was chosen for its usefulness to the region's surging mining industry. With additional inserts, the tip height can be extended to 65 m.”

Towers

From Liebherr-Werk Biberach is the flat-top 85 EC-B 5 tower crane. “This model is produced in our production facility in Guaratinguetá, Brazil,” a spokesperson says, “The maximum load is 5 tonnes and free standing hook height is 45.4 m. The upper part of the crane can be transported by two lorries. Around 50 units of the 85 EC-B has been sold in Argentina, Chile, Paraguay and Colombia.” Another notable model from Liebherr in the region is the LTR 1220 telescopic crawler crane.

Popular models in the region from



Liebherr mobile harbour cranes at work in Argentina



Tradellosa carrying out a transport operation at the EtilenoXXI oil project in Coatzacoalcas, Veracruz, Mexico



A 60 US ton capacity Grove RT765E-2 rough terrain crane built at Manitowoc's Passo Fundo factory in Brazil

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LATIN AMERICA

Sennebogen include the Sennebogen 608 and 80 tonne capacity 683 Sennebogen telescopic crawler. Terex offers a range of rough terrain cranes and all terrains designed with worldwide use in mind. Tadano also delivers a wide range of models to the market and is looking to sell new and used cranes to markets in Brazil and Mexico.

Customer demands

Due to the lack of infrastructure in Latin America, the market demands minimum transport dimensions and low weight. To meet the varying regulations, transport company Tradelossa, based in Mexico, mainly uses Goldhofer hydraulic



A Liebherr 2000 HC 60 and a 1250 HC 50 tower crane in operation on the construction of the Teles Pires hydroelectric plant, in Mato Grosso

equipment. "The biggest project we have been involved in over the past year is the EtlenoXXI project, an oil project in Coatzacoalcos, Veracruz, Mexico. Around \$3.5 billion was invested in the project. One of the largest jobs we carried out there was the transportation of a C2 splitter, which measured 91.8 m long, 8.5 m wide and 9.45 m high. The splitter weighed 880 tonnes and was transported on Goldhofer self propelled modular transporter (SPMT)."

The Palfinger MD 60007 has a 15 tonne capacity at 4 m radius

Transport and lifting company Irga Lupericio Torres, based in Brazil, mainly uses special trailers designed to transport cargoes up to 60 m long, 8 m wide and 6 m high. The company has five girder bridges that can transport cargoes up to 350 tonnes. Through its joint venture with Mammoet, Mammoet Irga do Brasil, Irga has lattice boom crawler cranes with 200 to 600 tonnes capacity. "We are currently working at the Renova wind farm project in Brazil," a company spokesperson says. "We carried out road transport and erection of 230 wind turbine generators with our partner Mammoet Wind."

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Effective lifting

Automation, synchronisation and more lifting capacity are just a few areas that are shaping the development of telescopic hydraulic gantry lifting systems. LAURA HATTON investigates

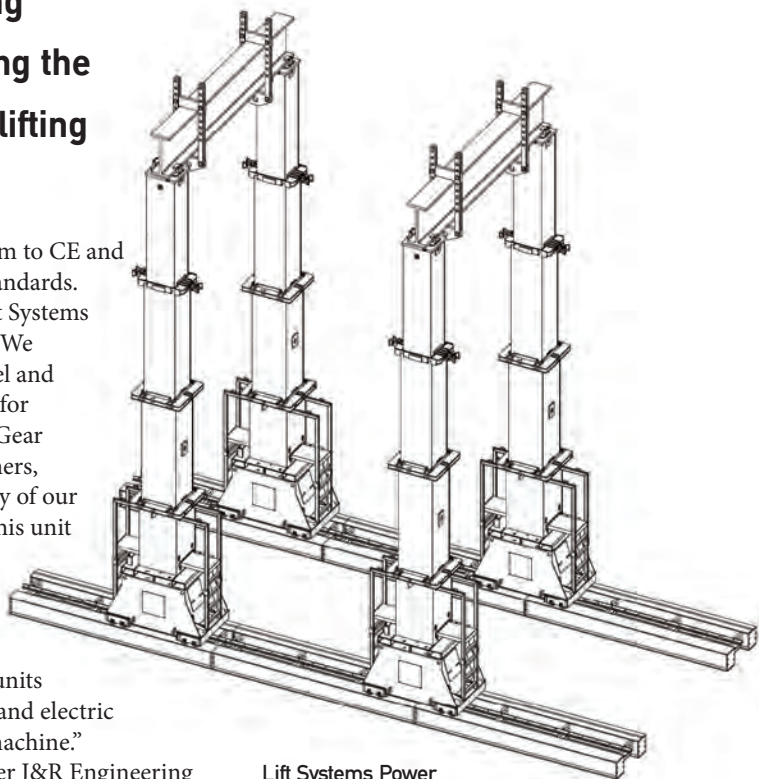
Telescopic hydraulic gantry systems offer an effective lifting solution for end users, especially when working with difficult loads. The latest models are modular in design and offer extras, including skid tracks and header beams and electric power operation.

Safety is also influencing design, and manufacturers are looking at new automated technologies, for example automatic locking of boom sections and automated programmable logic control (PLC). From US manufacturer Lift Systems, for example, is the Power Tower model 34PT6550WT. It has liquefied propane gas (LPG) engines on the power units and a patented integrated wedge lock system, which allows for automatic locking of the boom sections at any point during the lift. The model has a 650 ton (585 tonne) capacity at 8.3 m and a 550 ton (500 tonne) top stage capacity at 10.6 m. Standard track width is 1.22 m and it

is designed to conform to CE and ASME B30.1:2009 standards.

Brian Wagner, Lift Systems vice president, says, "We approach every model and machine with an eye for modularity. Rigging Gear Sales, or their customers, will be able to add any of our optional features to this unit in the future such as our CARL Control System, or add the electric power option in the power units to allow for propane and electric power on the same machine."

From manufacturer J&R Engineering is the new two stage Lift 'n' Lock model T2602-4-40. It has a first stage capacity of 1,300 tons (1,180 tonnes) with four lift housings (legs) to a lift height of 9 m. Second stage capacity is 870 tons



Lift Systems Power
Tower model 34PT6550WT

(790 tonnes) with four lift housings to a lift height of 12 m. Features of the new model include a cam lock system, high strength telescopic booms, double acting cylinders, single internal lift cylinder, stabiliser bars, swivel header plates and two-speed load-sensing hydraulic piston pumps.

"This model will be equipped with the Lift Equalizer which features automated PLC controlled synchronisation of all movement for extend, retract, and propel; exact load indication, overload warning and operator override controls are also

Enerpac uses a hydraulic gantry to assist in the tailing of the lifting of two hydrocracker vessels for Spectyazh, a petrochemical company in Russia. Each vessel weighed 1,306 tonnes and was 48 metres tall. A 1,400 tonne capacity Enerpac self-erecting tower (ESET) was used to lift and position the hydrocracker vessels



The EZ600-40, from Riggers Manufacturing Company has four cylinders per leg

HYDRAULIC GANTRIES

fitted. It is either wireless or CanBus pendant controlled and is very user friendly," John McMahon, J&R Engineering vice president of sales and service, says.

The latest model from Riggers Manufacturing Company is the EZ600-40, a two-point hydraulic gantry system. The EZ600-40 has self-contained hydraulics.

It is also electric and is available in 200, 380 and 460 volt, three-phase setups, the manufacturer says.

The model uses a CARL control system to synchronise lifting and travelling. It has a 690 ton (625 tonne) first stage capacity and 250 ton (226 tonne) top stage capacity. Maximum lift height is 12.19 m

and it has a standard 1.22 m track width. In addition, here is a load weight display and it is designed to conform to ASME B30.1:2009 and CE standards. The most recent model was sold to Atlas Industrial Contactors of Columbus, USA.

Ben Forster, Riggers Manufacturing Company vice president, says, "We are excited about the launch of the EZ600-40. It builds upon the success of the EZ600-33 model as well as a stable design that has been fielded for over 30 years."

The latest model of hydraulic gantry from manufacturer Enerpac is the SL400. The new model is designed to meet safety standard B30.1-2009 set by ASME. It has four legs and capacity ranges from 207 to 450 tons (187 to 408 tonnes). Lift height is from 3 to 9 metres. In addition, it is self-propelled and can be operated

locally at each leg or by using the Intellilift remote control. Options include skid tracks, header beams, powered side shift and lifting lugs.

"The SL400 is our highest capacity bare cylinder gantry, and our only bare cylinder gantry equipped with three-stage lifting cylinders," a company spokesperson adds. "The gantry lifts to 9 m at the top of the third stage."

LIFT AND LOAD OUT

Bay Crane Service, in Long Island City, New York, was hired to relocate a tunnel boring machine (TBM) for the East Side Access Project in New York City, USA. The project will provide transport from Long Island to the Grand Central Terminal.

To move the TBM after completion of the first tunnel, Bay Crane Service used a Lift 'n' Lock model T1102-4-31 hydraulic boom gantry by J&R Engineering. It has two-stage lift cylinders and three boom sections in each leg. First stage capacity is 550 tons (498 tonnes) and second stage capacity is 365 tons (331 tonnes). The gantry lifted the TBM onto a platform trailer for transport to another location. It weighed 225 tons (204 tonnes) and was 5.8 m long with a 6.7 m diameter.

John McMahon, J&R Engineering vice president of sales and service, said, "The gantry was erected with an offset elevation, using a four lift beam configuration to remain vertical with the lift points on the TBM when lifting. Once lifted, the self propel function was engaged to travel the gantry and TBM forward about 60 cm. The propel was then disengaged and the gantry raised the TBM about 1.2 m in order to position the platform trailer underneath. The TBM was then lowered onto the trailer, secured, and transported to another location for the same project."



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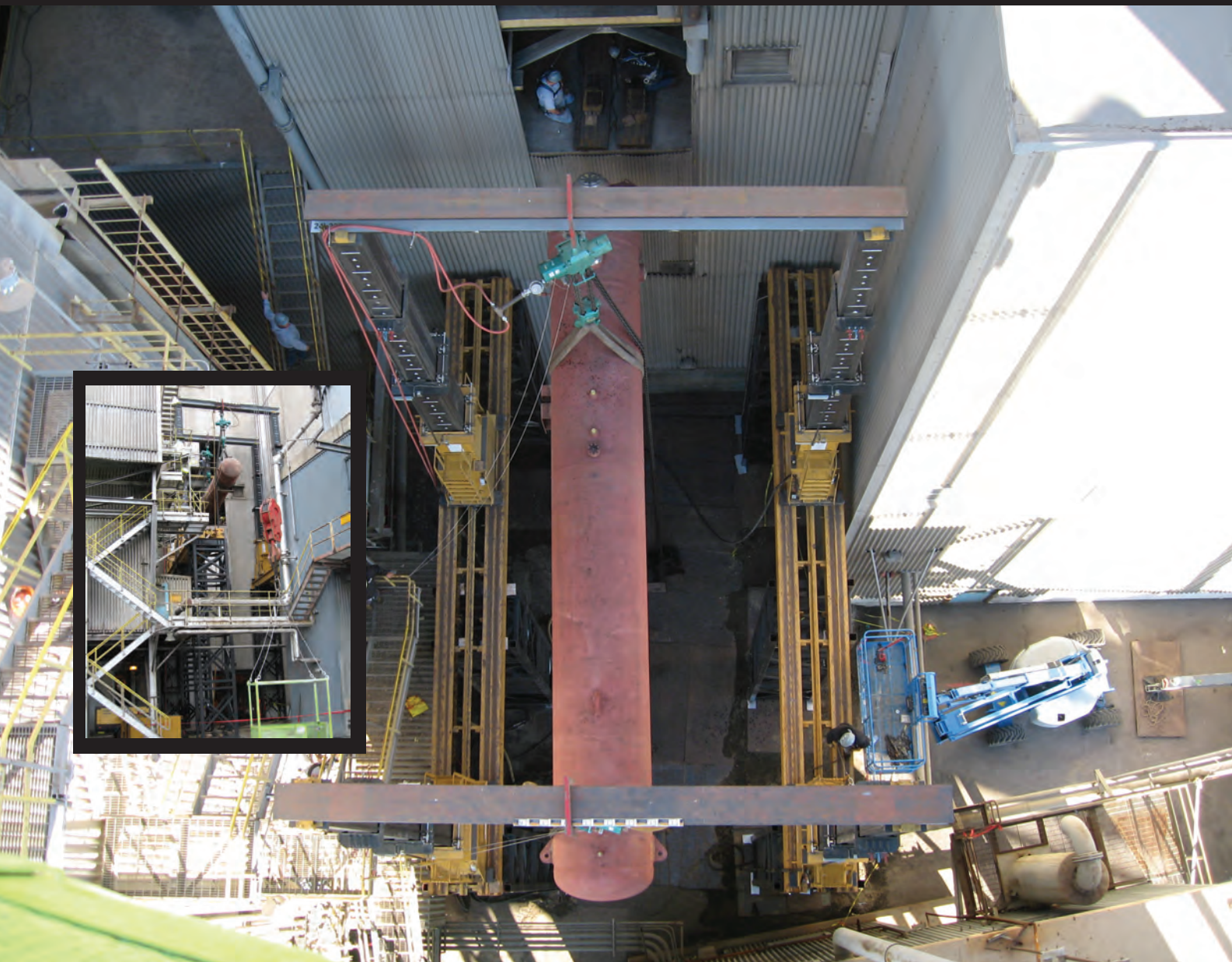
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Success in Turkey



More than 200 high level attendees at the second International Cranes and Transport Turkey conference in Istanbul on 8 May bolstered its success. IC reports

The second International Cranes and Transport Turkey conference, organised jointly by KHL Group (publisher of *IC* and *CPT*) and Apa Publishing, was attended by more than 200 guests on 8 May 2014.

Attendees included national and international managers, academics and public sector officials. Topics included the national economy and the future of the sector, experience with issues and challenges, new legislation, best practices from successful projects, new equipment and technology.

Great response

Feedback from participants was overwhelmingly positive. Ramazan Midilli, Vinçder president, who participated with several members of the association, evaluated the event as follows, "This is a conference that should take place every year. The sector needs such events. The issues that have been discussed have the potential to light the way for heavy transportation and crane companies. The crane operation sector in Turkey is like a newly shining star. The sector has existed since the 1980s but, until six or seven years ago, it was very limited. For the last six years the sector has come into the light and has started to make waves."

Kerim Başakıncı, DAS Otomotiv director, said that he was very happy with the conference, the first of which took place in 2012. "The number of participants was significantly higher than the first event. The participant profile and presentations



were impressive. Almost all of the representatives of the sector, both national and international, were in attendance. These types of conferences contribute to the development of the awareness of safety and security in the sector."

Florian Peters, Manitowoc product specialist, said that the event was great for meeting potential clients in the Turkish market, adding, "The market is growing every year. There are some important developments and innovations in the field of crawler cranes. We can say that transportation and logistics have sped up."

Zhu Dan, Sany vice president, said that the conference was very positive, "Taking part in this meeting was very important for us. Turkey has a significant place in the heavy transportation and crane market due to its geographical location. As a bridge between Europe and Asia, Turkey has important relations and connections with both sides. Turkey also has world class companies and products."

Samet Gürsü, Hareket operations manager and speaker at the event, commented, "I think that the conference was quite beneficial, especially the information given by KGM authorities and academics regarding transportation that requires special permission. This issue was important to me and the private sector and public authorities were exposed to this information. I think that in the next period we will be able to make progress."

Ünal Nakipler, Enka İnşaat Machinery and Supply Group deputy general manager, was among the attendees. "The sector has some deficiencies. I think we need more of these events to remedy this situation. We need to achieve harmony between the state actors and the private sector through these events to work more safely and produce high quality work. When we achieve these

two criteria, I think we should continue to raise the bar."

One of the most anticipated presentations at CATT 2014 was by Recep Çimen, STFA İnşaat Group Machinery Supply Chain vice president. Çimen commented, "The event was highly successful in terms of the number of participants and the quality. The conference was especially successful as it unified all of the related parties. These events are beneficial in increasing the level of knowledge in the sector, attracting international attention to Turkey and bringing together vendors and clients. The conference was also significant as it united actors in the sector with officials from public authorities."

Taşkın Taş, Yapı Merkezi operations chief, said, "The conference is beneficial as we are exposed to national and international projects simultaneously. In this way large companies can be informed regarding works ongoing at national and international level. I believe that the conference will help to internationalise the sector and increase communication."

Levent Kuşgöz, İzmir Vinç member of the board, said, "I think that the event was very successful and beneficial. All of the representatives of the sector and the related parties for the issues experienced by the sector participated. I believe that future events will be attended by an even larger number. This is because sector companies need to discuss events that are unfolding and issues all together."

Mahmut Ulutaş, Ultrans Company manager, commented, "I was very satisfied with the first organised two years ago. For the second my expectations were even higher and they were met. I would like to thank all sponsors supporting the event, Apa Publishing and the KHL Group."



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Two 20 tonne water filled bags being tested on an indoor overhead crane

Dockside load testing

Many customers working on or by water are now opting for water bag test weights as opposed to solid weights. CHRIS SPARROW, Unique Seaflex global sales manager, discusses the safest and easiest ways to carry out load testing at the dockside

Static load testing is an essential part of many engineering, building and manufacturing businesses, and the shipping, marine and offshore industry is no exception. Failure of any load-bearing component, material or structure can endanger lives and cause enormous economic loss, so the testing of marine structures, including dockside cranes, deck cranes, davits and lifeboats is a vital part of their safe operation.

Water-filled weights (also known as ballast bags) offer a very flexible method for load testing. Test weights must be sufficiently heavy to ascertain

the maximum load of an object, but they should also be reusable and safe to deploy in a test environment. Solid weights are still in widespread use but they are difficult to transport, handle and manoeuvre into tight spaces, especially enclosed structures such as lifeboats.

Where there is easy access to a plentiful supply of water, for example, on a quayside, then water-filled weights is a very quick and efficient way to undertake such testing. When empty they weigh just a small fraction of the filled weight (typically less than 1 % of their capacity) and can be packed down into transit crates,

making them easy to deploy and to pack away again for storage between jobs. In use they can be partially filled for any exacting requirements, or used in

A 240 tonne test using water filled bags on a MacGregor crane in Bergen, Norway

combination to achieve larger test capacities.

Filled with water, these specially constructed bags will generally weigh anything from 1 to 50 tonnes. Larger sizes are possible but, beyond 50 tonnes, the handling benefits start to diminish. Objects can be tested in various ways, for example, test weights might be attached to the centre of a steel arch to ascertain load capacity before being (vertically) affixed to one end to test tensile strength. Understanding how components, parts or materials behave under extreme loads in different positions can help engineers create safer and more powerful systems.

Recognised standards

Although capable of being used almost anywhere, water-filled weights are often deployed in docks to ensure that parts can be tested without fear of causing structural damage (failed components and the weights attached to them can simply fall into the water). To ensure that materials are tested accurately, the risk of cable failure is reduced by the inclusion of telemetry

from dual-load shackles and tensile load cells. A number of manufacturers around the world now offer such bags for hire or sale and, with such choice available, customers may find it difficult to differentiate between those being offered, given that there are no globally-recognised standards governing this field of work.

The nearest thing to a standard is the *051 Guidelines* as developed and published by the Lifting Equipment Engineers Association (LEE), a UK-based body, for everyone involved in the lifting industry. The *051 Guidelines* cover the design, inspection and use of such bags as test weights in the offshore and marine industries. The guideline focuses on topics that include component suitability and traceability, manufacturing test regimes, and the desirability of having drop-tested bags of each size to prove that they are capable of withstanding a peak load of six times their capacity, or working load limit.

For more information on the *051 Guidelines*, please see <http://bit.ly/1k579K1>





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COMMENT

Joel M Dandrea

Slow growth in China is discouraging but not disabling



The headlines all announce China's unavoidable economic doom. This time it is different, they suggest; this time it is too pervasive – too unruly. It's going to affect the world in a way that could require decades of recovery. Well, what we do know is that growth in China is slowing down. Should that worry investors? Should it concern our industry?

These questions are legitimate and seem to be flying through construction and transport circles with greater intensity each month. The concerns certainly aren't unfounded, but such information should be considered in the proper context. As alarming as many of these headlines tend to be, we should look closely at what might actually be transpiring beneath the surface. In fact, China's "slump" is probably more along the lines of a trend we might expect from a country looking to eventually transition its economy from one powered largely by government investment and exports to one sustained, more moderately, by consumers.

It is important to remember that any economy will see a decrease in growth as it matures. China isn't immune to this rule – especially when you consider that the decrease in this case is, in part, by design. Estimates for 2020 point to average annual gains around 6 or 7 % a year, compared to averages of more than 10 % in the last decade. But China is banking on slower growth equaling a more stable, and sustainable economy.

It's also a lot easier to manage a growth slip when a government faces minimal barriers as it pertains to adjusting fiscal policy to initiate progress. And though reports indicate that even the government may be in over its head this time, Beijing continues to promise higher incomes and lower unemployment rates. Such a luxury is unavailable to many other countries around the world

whose governments become mired in political entanglement at the mere suggestion of economic stimulus. China simply doesn't have that problem – there is no opposition to Beijing and, as a result, government debt is a meager 26 % of GDP. Similar claims were made about China over the last three years, when early numbers suggested an uncomfortably swift slowdown. The adjustments were made, and the trend reversed course. Beijing aims to increase the workforce by 10 million new jobs this year, which would require a 7.2 % growth rate. Current forecasts see the figures landing somewhere between 7.2 % and 7.5 %.

Inevitably, China's slowdown doesn't affect all nations equally. The American economy hasn't seen much damage: China totals less than 8 % of total exports. That said, American exporters on a more micro level will feel the blow with greater force – from aircraft makers to power generation and transmission gear to heavy construction. Further still, numerous countries won't be able to deflect the blow on a macro level as suitably as the USA. In fact, Australia and South Korea rely on the Asian powerhouse for up to 30 % of exports, with Japan and Brazil coming in at 20 %. Nonetheless, this still doesn't suggest a global collapse – or even a Chinese collapse. It simply begs the question: How far and how rapidly will this current slowdown go?

Many investors cringe at the thought of a "hard landing." Their thinking is that a debt-fuelled and investment-led growth model has reached its threshold – and that it won't just slow down, but will end in economic ruin. What's more likely, however, is that China's growth is simply not what it used to be – some of it by design, some of it linked to the recession. But Beijing possesses the ability to prevent said ruin, and recent bailouts suggest it plans on doing exactly that. ■



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Look ahead to the second half of 2014 and the SC&RA Crane & Rigging Workshop appears on the horizon for late September.

MIKE CHALMERS previews the event



Workshop to impress

Texas, USA, is this year's location for the SC&RA Crane & Rigging Workshop, and the Sheraton Dallas Hotel is the site from 24 to 26 September. The Workshop will bring together the industry's top managers, crane operators, and safety directors to discuss regulatory and legislative updates, as well as safety issues. The gathering also serves as a key networking opportunity, and a chance to check out some of the newest equipment and products in the Exhibit Center.

The week gets started on Tuesday 23 September with the Tower Crane Committee meeting from 15.00 to 16.30. In addition to regular committee work, this meeting will feature a presentation on air rights when working with mobile and tower cranes.

Wednesday 24 September is day two and gets underway with the morning's Crane & Rigging Group Committee meetings. Open to all attendees, these meetings will start with the Labor

Committee from 08.00 to 09.00, followed by the Safety Education & Training Committee from 09.15 to 10.15, and then the Governing Committee from 10.30 to 12.00.

After lunch the opening session, *Getting Beyond Great! How to Achieve Extraordinary Results!* begins the week with a look at how to achieve and maintain long-term success. Joe Contrera, president and founder of Alive@Work, will deliver this dynamic presentation, revealing how companies can get both leaders and employees out of the "average" rut and on the road to superior results. Contrera will address how companies often create the exact opposite of the results they are striving for by settling for less and not shifting towards higher expectations. Co-sponsors for the opening session are: Lift Systems, Rigging Gear Sales, and Terex USA.

After a refreshment break, sponsored by Liebherr-Werk Nenzing, the day two

breakout sessions will get underway. Session one, *Best Practices for Wire Rope Installation*, will cover the installation and inspection of wire rope. Knut Buschmann, Uniropre president, will offer a presentation to highlight a number of important topics, from proper shortening and cutting procedures of high-performance wire in the field to installing rope onto the drum, and much more.

Finding people

Breakout session two features Joseph Collins, Becht Engineering heavy lift manager, who will present *The Key to Hiring the Right Lift Director*. Collins emphasises the challenges in finding experienced, trained, and reliable personnel amid a shortage of skilled labour. He will address the essential skill sets companies should be looking for when hiring lift directors.

Bill Smith, NBIS vice president, will present *Operating Cranes Around Power Lines* following the breakout sessions. Smith will identify work zones, where to mark zones, and how to prevent equipment and personnel encroachment in these areas.

The First Timers' Briefing welcomes new attendees later in the afternoon by sharing with them the many ways the Association works for its members around the world.

Co-sponsored by Link-Belt and NBIS, the reception rounds out day two, allowing >

With 80 booths at this year's Exhibit Center, attendees have a great opportunity to experience the best products and services the industry has to offer



Education sessions at the Workshop will allow attendees a chance to get the latest information and insights on regulatory and legislative updates, as well as safety issues

attendees a chance to unwind from a productive first day by catching up with some familiar faces. SC&RA prides itself on providing its members with chances like these to network and socialise in a relaxed and friendly environment.

The third

Thursday 25th is day three of the Workshop, starting with a continental breakfast, co-sponsored by H&E Equipment Services, Rigging Sales, and Wheco Corporation.

The first presentation of the day, *Evaluating Sling Stability and Load Equilibrium*, kicks off with Keith Anderson, Bechtel Equipment Operations chief rigging engineer, and will urge the audience "...not to become a statistic!" His presentation will explain what makes a load unstable, how to spot it, and how to design arrangements that guarantee stability.

Two breakout sessions round out the morning. Session three will begin with Stuart Sadler, Operating Training & Inspection Services president. He will present *Be Prepared for MSHA Inspections, Not Just OSHA*. Sadler will outline the differences between the two inspection types, while highlighting fines, most common citations, and the impact of both for your company and the client.

The fourth breakout session, *Rescuing Personnel From Heights*, will discuss the rare occurrence where a tower crane rescue is needed. Brent Wise, Tech Safety Lines chief operations officer, will explain that to provide a prompt rescue, site



personnel must quickly take responsibility for ensuring that an appropriate rescue plan is carried out, including the necessary equipment and trained personnel.

The Exhibit Center is the destination for lunch on day three, with a buffet to accompany the 80 exhibitor booths in operation. This event, co-sponsored by J&R Engineering, Kobelco Cranes North America, Lift Systems, and Terex USA, will provide more than 450 attendees a chance to experience the latest products and services the industry has to offer.

The 2014 SC&RA Rigging Jobs of the Year (JOY) will be presented as a testament to the commitment and ingenuity at the heart of the industry. This year's competition included 15 companies from three countries. The three winning entries included: Barnhart's removal of 10 platforms on a control tower at McCarran International Airport in Las Vegas, Nevada, USA; Omega Morgan's movement of the 87-year-old Sellwood Bridge from its concrete supports to temporary steel piers, in Portland, Oregon, USA; and Fagioli's recovery of the cruise ship, *Costa Concordia*, which was resting on an underwater rock ledge off the coast of Isola Del Giglio in Italy.

Thursday afternoon a session on *How to Effectively Utilize Hydraulic Platform Transporters in the Rigging Industry* will follow the JOY Awards. Marco van Daal, owner, The Works International, will educate his audience on the correct configurations for a hydraulic platform transporter and the many applications and uses for trailers in rigging. Following this session will be the reception, sponsored by The Manitowoc Company, allowing

SC&RA prides itself on providing members with abundant opportunities to network and socialize in a professional, yet friendly, environment. The Crane & Rigging Workshop serves as an example of how hard the Association works to guarantee these opportunities to its many valued members



Keynote Speaker, Joe Contrera, begins the week with a dynamic opening session that addresses the process companies can undertake to achieve extraordinary levels of success, and stay at the top for the long haul

attendees another opportunity to network both with old friends and new ones they've made during the week.

Last day

Friday 26th begins with a continental breakfast, co-sponsored by Liebherr-Werk Ehingen and USI Insurance Services.

The first session of the day will be with Mike Parnell, Industrial Training International president and CEO, who will present *Advanced Rigging & Critical Lift Planning*, a hands-on, two-part, interactive session where attendees will learn through problem-solving about various rigging subjects, including sling tension, centre of gravity, load control, and building a lift plan.

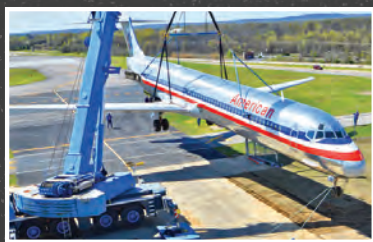
Following the refreshment break, sponsored all week by Liebherr-Werk Nenzing, the final session of the day and week, *Understanding Your Company's E-MOD*, will be presented by Robert Moore, NBIS chief legal counsel, and Christopher Nelson, NBIS director of risk management. This presentation will explain the definition of experience rating modification factor (E-MOD), and why it is a critical part of many employers' workers' compensation costs. Industry experts Moore and Nelson will demonstrate how the new E-MOD works and what companies and their employees can do to keep their E-MOD below 1.0, to ensure inclusion in the bidding process.

SC&RA also thanks additional sponsors All Erection & Crane Rental, Terex USA, Nelson Trailers, and Mammoet USA. ■



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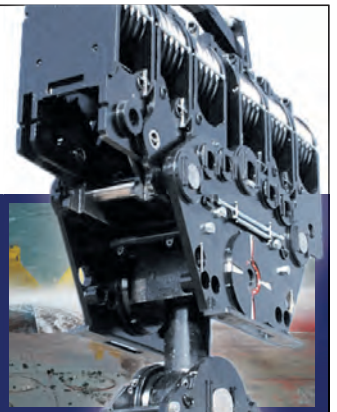


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Safi launches tower crane operator hoist

Italy-based Safi has launched its Tower Crane Hoist for operators. Designed to lift operators up to the tower crane cab, the hoist is available in two climbing speeds versions:

IMT DISTRIBUTOR FOR FLORIDA

Iowa Mold Tooling (IMT), has added Equipment Repair Solutions, based in Tampa, Florida, USA, to its network of crane distributors.

Equipment Repair Solutions now offers IMT hydraulic loader crane sales, parts and service to customers throughout Florida, a spokesperson said. The company has also extended its product offering to include the IMT 16000, 24562 and 28562 hydraulic loaders.

John Field, product manager of material handling at IMT, said, "We're pleased to welcome Equipment Repair Solutions as our newest distributor partner. The company is well-respected in the local hydraulic loader market, and their staff shares our commitment to customer success. With high-quality loader sales and service, Equipment Repair Solutions can help our Florida customers increase productivity and profitability."

Anthony Stanonis, Equipment Repair Solutions president, said, "We take pride in providing our customers with the highest-quality products and service. We're proud to be a distributor of IMT hydraulic loaders, and we look forward to building existing customer relationships and starting new ones."

In addition IMT will also offer on-site and in-shop maintenance and repair services, along with OSHA crane inspections and fabrication, a company spokesperson added.

■ For more information see: www.ersflorida.com

21 metres per minute and 40 m/min. It has a maximum height of 150 m. The rack and pinion hoist is ergonomically designed and is easy to install, said the Italian manufacturer.

"In the wake of a widespread demand and regulation, Safi is pleased to introduce this hoist which offers dimensions and capacities that are well-suited to these particular needs," said a company spokesman.

■ For more information see: www.safi.it



Safi's tower crane operator hoist

IKUSI UPGRADES DISPLAY

Remote control manufacturer Ikusi is launching the new 3.0 version for TFT/LCD displays of the I-Kontrol range.

It incorporates a new CANopen return that increases significantly the possibilities of visualising the information from a PLC, said the company. Regarding the text format, information is shown in 4x20 characters, with or without LEDs, or in 2x10 characters with LEDs.

The new display can also present information using different icons that can be chosen from an image gallery, in four different formats: one, two or four icons displayed at the same time. In addition, 10 characters associated to any of the icons can be typed in. These features will be available on all I-Kontrol remote controls.

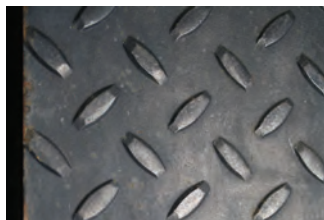
■ For more information see: www.ikusitlc.com/en

The Ikusi I-Kontrol 3.0 version



Trailer corrosion protection from PRP

Corrosion solution manufacturer PRP Industries is offering a metal corrosion protection treatment, Corsol WB Corrosion Protection.



The treatment protects steel from corrosive effects of magnesium chloride, calcium chloride, sodium chloride, rock chipping, acid rain and extreme temperatures, the manufacturer said.

"Corsol WB is ideal for haulers who transport through snow melting agents in the Midwest [USA] or salty conditions along the coastal regions, where the chemicals

RUUKKI EXPANDS HIGH GRADE STEEL

Manufacturer of high strength steel, Ruukki, has expanded its Optim range with 960 QL plate.

The range now includes Optim QC 900 and 960 grades from strip mill in thicknesses from 3 to 10 mm and 960 QL plate from 8 to 12 mm. In addition, the 960 QL grades have a minimum bending radius of 3.5 times its thickness in all directions. Both products meet EN 10149-2 and EN 10025-6+A1 standards, the manufacturer said.

Panu Pitkänen, Ruukki vice president for Optim & Raex, said, "Our product portfolio for the lifting industry now covers customer demands more extensively. Our exceptionally good surface quality allows customers to have a superior look in their end product."

■ For more information see: www.ruukki.com



have become increasingly corrosive and damaging to trailers," a spokesperson said.

Specialized trailer manufacturer, Talbert Manufacturing in the USA, has built its first trailer that has this protection treatment. It is a process used as an alternative to hot-dip galvanising, the manufacturer added.

■ For more information see: www.prpindustries.com

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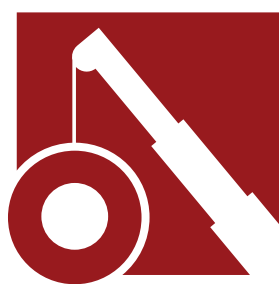
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The conference is part of a three-day Crane Fair in Singapore, comprising:

> Sunday 28 September:

Crane Carnival showcase for Singapore crane industry professionals, their families, jobseekers and students. Organised by the Singapore Cranes Association and Singapore Contractors Association.

> Monday 29 September:

Crane Safety Symposium organised by Singapore's Workplace Safety and Health Council, alongside the Ministry of Manpower and Singapore Cranes Association.

> Tuesday 30 September:

Full-day International Cranes & Transport Asia Pacific conference, organised by *International Cranes* and *Specialized Transport* and KHL.

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www.scranet.org

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www.cica.com.au

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Singapore
www.sgcranesassoc.org.sg

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Singapore
www.khl.com/events

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www.khl.com/wcts

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Picture of the month



This Picture of the Month was sent in by Con Deveney, a retired crane driver. The picture is of the *The Hunner Tunner*, also known as *The Big Blue Yin*, a Titan cantilever crane in the James Watt Dock in Greenock, Scotland, UK. The crane has a capacity of 150 tonnes and was built in 1917 by Sir William Arroll, builder of the Tay Bridge. Deveney says that there are only eleven of these cranes left in the world.

PEOPLE NEWS



■ After 12 years working with the Standfast Group, **CAMERON BAKER**, has announced that he will no

longer be involved in the management of the company. "Having achieved the goals of headquartering the business in the US and surviving the GEC and other recent events it is time for a change," Baker said. The company is now under the leadership of the majority owners O'Brien Capital and new president **JEFF BEDWELL**. Baker will work with Jeff Bedwell and Standfast on a consultancy basis. "I personally want to thank all the staff throughout the years I have been there, the shareholders, the suppliers and lastly the customers," Baker said.



■ **RAVI SALIGRAM** has been named the new CEO of equipment auction company Ritchie Bros, succeeding

PETER BLAKE, leaving in July. Former president and CEO of office supply company

OfficeMax, Saligram takes over on 7 July. Ritchie Bros said he would also be appointed as a member of the board of directors of the Company at that time. In November 2010 Saligram joined OfficeMax as CEO, and prior to that he served as president of professional services and facilities management company Aramark International, and was also executive vice president and chief globalisation officer of Aramark Corporation. Under his leadership, revenue and operating profits doubled at Aramark International in seven years. Saligram will be based out of the Ritchie Bros head office in Vancouver, Canada.



■ **ERIC NIELSEN**, a member of Cargotec's executive board and president of MacGregor

business, has resigned. Nielsen joined Cargotec in September 2013 and, unfortunately, for personal reasons, has had to resign, Cargotec said. At the time of writing a replacement was yet to be appointed, and the recruitment process for a new

head of MacGregor business had begun. Until a replacement is found, **MIKA VEHVILÄINEN**, Cargotec president and CEO, will act as interim president of MacGregor.



Cargotec has also appointed **MARTIN LIN** as chairman of China at

Cargotec Industries (China). The appointment is effective 1 August 2014. Lin will report to Mika Vehviläinen and be based in Shanghai. Prior to this appointment, Lin was president of Textron China. He has also held positions at Rockwell Collins, where he worked for 24 years. Vehviläinen said, "As the importance of Asia for Cargotec increases, both in growth and development of the production and logistics, a strong presence and understanding of the plans and needs of different stakeholder groups. Martin's experience of co-operation with governmental agencies in multi-industrial businesses is valuable for Cargotec and its joint ventures in China and I warmly welcome him to the Cargotec family."

■ Send picture of the month entries and all other back page-related information to *International Cranes and Specialized Transport*, KHL Group, Southfields, Southview Road, Wadhurst, East Sussex TN5 6TP, UK or by e-mail to alex.dahm@khl.com. Picture caption entries should include: the month and year taken, the place, type of crane, owner and project, plus any other relevant information.

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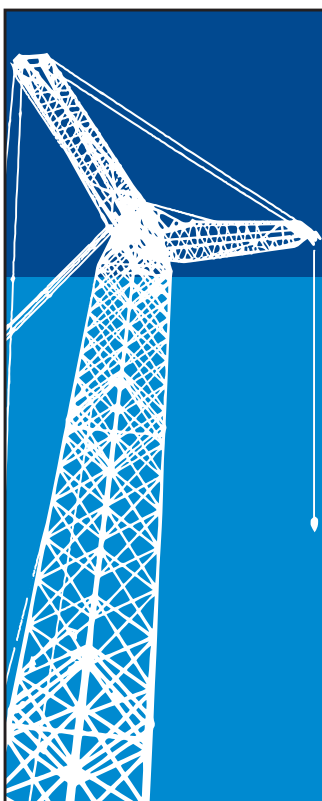


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Capacity	Manufacturer	Type	Year	Drive/Steering	Boom/jib (m)	Delivery
400 t	Liebherr	LTM 1400/1	2004	14 x 8 x 14	60 / 56 / 84	direct
250 t	Demag	AC 665 SL	1996	12 x 8 x 8	58 / 22 / 65	direct
200 t	Grove	GMK 5200	2002	10 x 8 x 10	60 / 36	direct
200 t	Demag	AC 200	2000	12 x 8 x 8	60 / 38	direct
180 t	Grove	GMK 5180	2000	10 x 6 x 10	60 / 38	direct
160 t	Krupp	KMK 5160	1995	10 x 8 x 10	49 / 18	direct
160 t	Liebherr	LTM 1160	1988	12 x 8 x 8	45 / 20 / 56	direct
130 t	Liebherr	LTM 1130-5.1	2007	10 x 8 x 10	60 / 19	direct
120 t	Grove	AT 9120 E	1997	10 x 6 x 8	48,7 / 17,7	direct
110 t	Faun	ATF 110 G-5	2008	10 x 6 x 8	52 / 16,2	direct
100 t	Grove	GMK 5100	2002	10 x 8 x 10	51 / 18	direct
90 t	Faun	ATF 90 G-4	2008	8 x 6 x 8	51,2 / 18 / 2	direct
70 t	Grove	GMK 4070-1	2000	8 x 6 x 8	38,1 / 16	direct
70 t	Krupp	KMK 4070	1995	8 x 6 x 8	38 / 16	direct
60 t	Liebherr	LTM 1060/2	2001	8 x 6 x 8	42 / 17	direct
60 t	Krupp	KMK 4060	1990	8 x 8 x 8	35 / 16	direct
60 t	Liebherr	LTM 1060	1983	8 x 8 x 8	35 / 18	direct
55 t	Grove	GMK 3055	2006	6 x 6 x 6	43 / 15	direct
55 t	Liebherr	LTC 1055-3.1	2005	6 x 6 x 6	36 / 7,8	direct
55 t	Krupp	KMK 4055	1989	8 x 6 x 8	35,1 / 16	direct
50 t	Grove	GMK 3050	1998	6 x 6 x 6	38 / 9	direct
40 t	Demag	AC 40-1 City	2001	6 x 4 x 6	31,2 / 13	direct
40 t	Demag	AC 40-1 City	1999	6 x 4 x 6	31,2 / 13	direct
40 t	Liebherr	LTM 1040/1	1999	6 x 4 x 6	30 / 14,5	direct
40 t	Liebherr	LTM 1040-3	1991	6 x 4 x 6	30 / 8	direct
35 t	Liebherr	LTM 1030/2	2002	4 x 4 x 4	30 / 15	direct
35 t	Grove	GMK 2035	1998	4 x 4 x 4	29 / 15	direct
35 t	Liebherr	LTM 1035-3	1989	6 x 4 x 6	30 / 14,5	direct
30 t	PPM	ATT 335	1997	4 x 4 x 4	27,4 / 15	direct
30 t	Luna	AT 30/27	1989	4 x 4 x 4	27 / 7	direct
30 t	Luna	AT 30/27	1989	4 x 4 x 4	27	direct
25 t	Demag	AC 25/75 City	1998	4 x 4 x 4	25 / 13+1,5	direct

LATTICE BOOM TRUCK CRANES

115 t	Linkbelt	HC 238	1981	10 x 6 x 4	42 / 19	direct
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ROUGH TERRAIN CRANES

36 t	Grove	RT 740	1980	4 x 4 x 4	31,70 / 9,75	direct
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CRAWLER CRANES

60 t	Terex-PPM	A 600 C	1999	crawler	32,4 / 8	direct
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MOBILE HARBOUR CRANES

40 t	Sennebogen	640 M	2000	4 x 2 x 2	22 m / -	direct
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SPARE PARTS

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1 x Kobelco CKE700	70t	2006



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ALL TERRAIN-CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
20 t Gottwald AMK 31-21	1984	4x4x4	20,50m
25 t Demag AC 75	1998	4x4x4	25,00m + 13,00m
30 t PPM ATT 335	1997	4x4x4	27,40m + 15,00m
30 t Liebherr LTM 1030/2	2002	4x4x4	30,00m + 15,00m
35 t Grove GMK 2035	1998	4x4x4	29,00m + 15,00m
40 t Demag AC 40-1 City	2001	6x4x6	31,20m + 13,00m
40 t Liebherr LTM 1040-1	1999	6x4x6	30,00m + 14,50m
55 t Liebherr LTC 1055-3.1	2005	6x6x6	36,00m + 7,80m
55 t Krupp KMK 4055	1989	8x6x8	35,10m + 16,00m
55 t Grove GMK 3055	2006	6x6x6	43,00m + 15,00m + 2,00m
60 t Liebherr LTM 1060/2	2004	8x6x8	42,00m + 17,00m
70 t Krupp KMK 4070	1995	8x6x8	38,10m + 16,00m
70 t Grove GMK 4070	1997	8x6x8	38,10m + 16,00m
70 t Grove GMK 4070-1	2000	8x6x8	38,10m + 16,00m
80 t Terex Demag AC 80-2	2003	8x6x8	50,00m + 17,00m
90 t Tadano Faun ATF 90G-4	2008	8x6x8	51,20m + 19,0m + 2,0m
90 t Liebherr LTM 1090-4.1	2007	8x8x8	52,00m + 19,00m
100 t Grove GMK 5100	2002	10x8x10	51,00m + 18,00m
110 t Tadano Faun ATF 110G-5	2008	10x8x8	52,00m + 16,20m
120 t Grove AT 9120 E	1997	10x6x8	48,70m + 17,70m
130 t Liebherr LTM 1130-5.1	2007	10x8x10	60,00m + 19,00m
200 t Grove GMK 5200	2002	10x8x10	60,00m + 36,00m
400 t Liebherr LTM 1400-7.1	2004	14x8x14	60,00m + 56,00m + 84,00m

RT-TELESCOPIC-MOBILE-CRANES

36 t Grove RT 740	1980	4x4x4	31,70m + 9,75m
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LATTICE-BOOM-TRUCK-CRANE

115 t Link-Belt HC 238	1982	10x6x6	48,00m/18,00m
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HARBOUR-MOBILE-CRANES

40 t Sennebogen 640 M	2000	4x2x2	22,00m
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YARD-CRANE

12 t Liebherr LI 1012	1990	4x2x2	12,00m
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23 t TADANO TR 230 E, year 1987	80 t GROVE GMK 4080, year 1998
25 + 7,0 m, 2. winch, 4x4x4, Mitsubishi	43 + 13 m, 8x6x8, MERCEDES engines
25 t DEMAG AC 25 City, year 2000	100 t GROVE GMK 5100, year 2000
25 + 1,2 m, 4x4x4, Perkins Phaser engine	51+34+1,5 m, 10x8x10, 2x MB engine, 31 t cw
50 LIEBHERR LTM 1050-3.1, y. 2010	130 t LIEBHERR LTM 1130-5.1, Bj. 2007
38 m, 6x6x6, LIEBHERR engine, 9 t cw	60 + 2,0 m, 10x8, 2 hoist, LIEBHERR eng.

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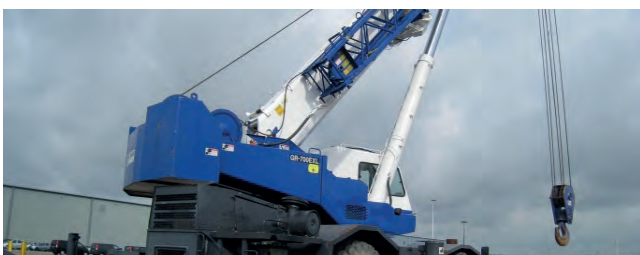
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Grove GMK 4080
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Demag AC 205
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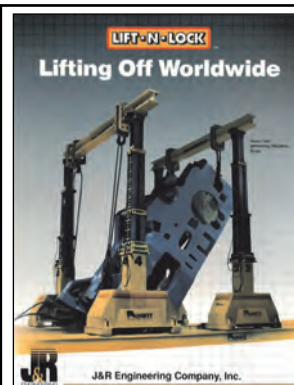


Liebherr LTM 1130-5.1
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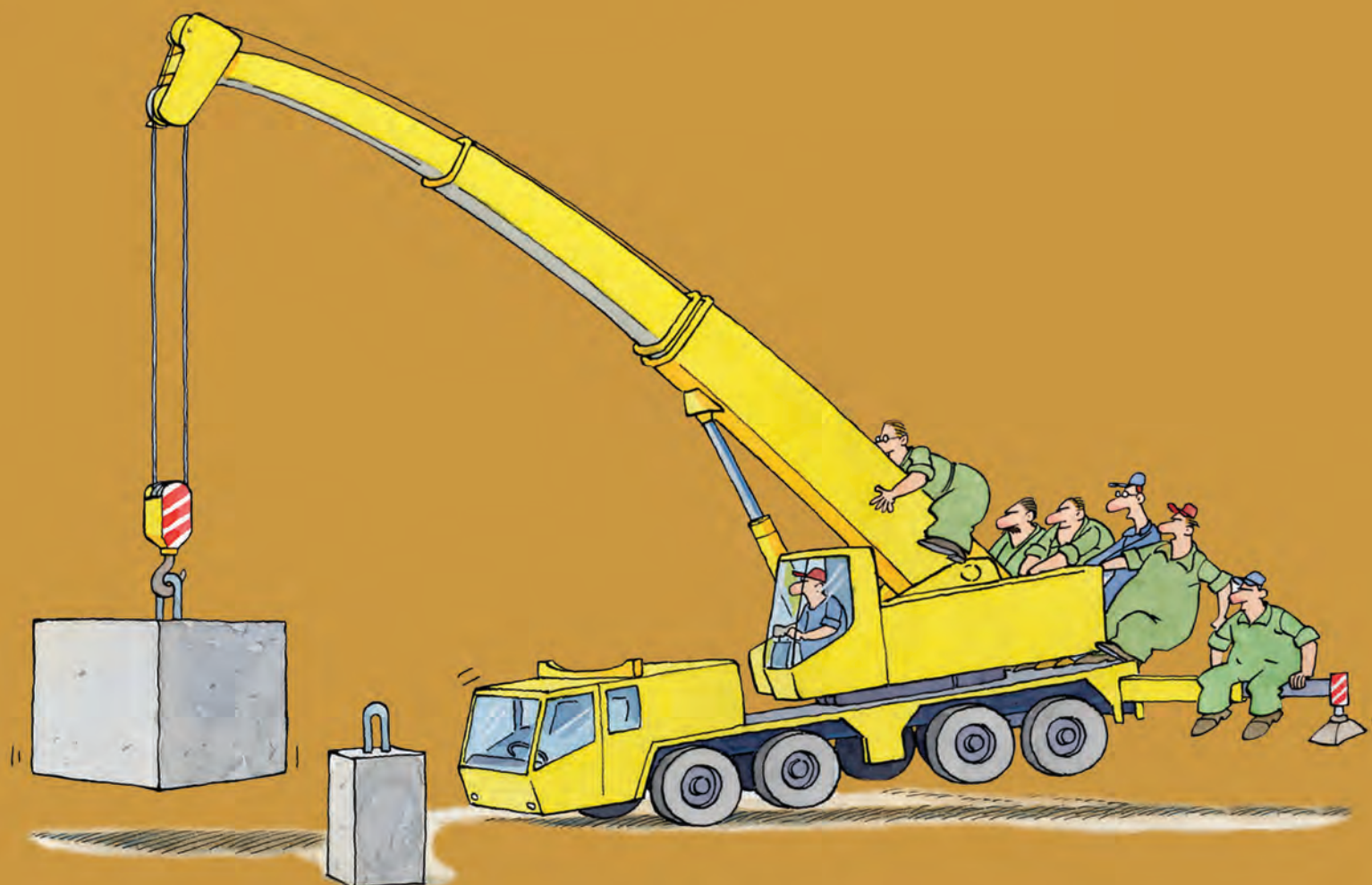
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