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OCTOBER 2005

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MEMBER OF



# Comment

Continuing our run of breaking news stories this month is the announcement of Terex-Demag's new CC 2400-1, a 400 tonne capacity lattice boom crawler crane.

Dominating the news, however, is the aftermath of the hurricanes Katrina and Rita that hit the southern states of the US and the billions of dollars-worth of work needed to repair the damage. At the time of writing, the initial \$62 billion of approved emergency funding from the US government for dealing with the effects of Katrina was dwindling fast and the total cost was expected to reach \$200 billion. And the insurance industry was facing claims of \$60 billion.

It is a harsh reality that the sharp rise in share prices of construction contractors and related companies is a direct reflection of the fact that such companies, including many in our industry, are set to benefit from large amounts extra work for years to come. Many of these, however, are based in the areas affected by the hurricanes and they in turn will also have to count the cost and recover from the hurricanes' damaging effects.

Many equipment manufacturers have pledged financial support and supplied machines to help with the cleanup operation, including Link-Belt/Sumitomo, Terex and Caterpillar. For more on the hurricane relief operation see the News and the special site report feature on page 33 in this issue.

In addition to the land-based cleanup and rebuilding there is much work to do offshore. Work has started to rebuild the bridges, causeways and oil installations in the Gulf. For more on the tough sector of offshore lifting see the feature starting on page 36.

Safety should be top priority in all lifting and transport operations and there is a good mix of articles on the subject in this issue. It starts with a thought provoking view on the subject of how having the correct certification and other paperwork is all well and good but adhering to its content and meaning is another matter all together.

This month's Safe view, on page 47, is on the subject of why crane accidents happen and how to prevent them. It contends that because modern cranes are very safe, crane owners need to look inside their own companies to improve crane safety.

I hope you find this issue interesting and informative. Have a good read.

**Alex Dahm**  
Editor

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enquiries 101 see page 58

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## ON THE COVER



**Demolition cranes in Spain**  
Four cranes have played an important role in the demolition of the Windsor Building in Madrid, Spain. The skyscraper had been one of the Spanish capital's tallest buildings prior to a severe fire in February of this year. See this month's news section.

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## DAMAGE REPORT

**i** St. Bernard Parish, east of New Orleans, got the storm's worst wind and walls of water. It is estimated that 27,600 houses in that parish will have to be bulldozed and it could be six months before anyone can return.

**i** In Biloxi, MS, the storm damaged at least 5,000 homes and buildings, some 20% of the city. As building inspectors come in to determine how many buildings that remain standing are structurally sound, that number is likely to grow.

**i** Some 500 condominium units were under construction on the Mississippi coast when the storm hit and approximately 3,100 units had been proposed and were awaiting building permits.

**i** During a tour of Mississippi, US Transportation Secretary Norman Mineta pronounced that the hurricane caused the worst disaster for transportation in US history. The estimated damage to bridges and highways is about US\$3 billion. The critical Interstate 10 roadway is broken and buckled in many areas from New Orleans through Mississippi.

**i** According to the US Army Corps of Engineers, the number of cubic yards of debris being removed in the storm area is doubling every day.

**i** Both the Port of New Orleans and the Port of Mobile are up and running, with commercial cargo being unloaded at both ports. The truck control office at the Port of Mobile was flooded and has relocated to a portable office.



# Hurricane aftermath

Clean-up, demolition and repair work continue to be the focus in the areas of the US devastated by hurricanes Katrina and Rita last month. The US Army Corps of Engineers continues to focus on infrastructure repairs in and around New Orleans and the coastal areas of Louisiana, Mississippi and Alabama, and contractors and construction equipment firms have started to assess damage, prioritize needs and determine which contracts they can best pursue.

In New Orleans, with most of the city no longer flooded, and parts of it even habitable, plans are ongoing for the largest restoration and reconstruction in US history.

"What I am anticipating, for the first time in a long time in our country, [is that] we are looking at the prospect of rebuilding a large city," said Derrell Cohoon, CEO of the Associated General Contractors of Louisiana. "We're looking forward to a great deal of construction in many parts of the devastated area over the next several years." But he cautioned that it is likely to be a long time before the Gulf Coast is "back to normal."

In the coastal areas of Mississippi and Alabama, where the devastation was the worst, everything is far from normal. In Mississippi, the Corps of Engineers has begun wide-scale debris collection that is expected to last months, depending on the amount of demolition required. To assist in making this debris operation as efficient as possible, the Corps established guidelines for sorting debris into piles: construction and demolition materials, vegetation,

household waste, white goods (large appliances such as refrigerators and TVs) and hazardous waste. AshBritt, Inc. of Pompano Beach, Florida is managing debris removal in Mississippi and Louisiana, and Phillips and Jordan is managing debris removal in Alabama and Florida.

Calls for equipment are widespread, with an anticipated need for trucks, trailers, cranes and excavators.

"We've already had our dealers approach us and say they are going to need a lot of equipment and parts," said Larry Weyers, vice president of Manitowoc's Crane Care program.

"We have had several calls from contractors and dealers — the theme is keeping their finger on availability," said Pat Collins, product manager of lattice boom cranes for Link-Belt. "We've gotten requests for what's available right now and we've shipped a couple of crawlers down there. The Mobile area has been pretty active for us. Anything that was available in that area is gone, scarfed up (destroyed). We're starting to discuss emergency availability."

"I've heard that there's not a crane available south of the Mason-Dixon line, for rent or sale," said Jose Longoria, Kobelco Cranes' service manager, who had been in New Orleans helping to set up two new Kobelco cranes purchased by Scott Bridge Co. to repair railroad bridges and levees on Lake Pontchartrain.

By late September there was a lot of "anticipated need," Weyers said, but cautioned that it would probably be well into October before



businesses get geared up to get started on the massive demolition work that will be required.

■ For more on Katrina's aftermath see the feature on page 33.





## Belgian giants unite

Two of Belgium's largest crane rental houses, Kranen Michielsens and Van de Weghe, are to merge their fleets of mobile cranes into one and form a single company.

The new venture, which was formed by Michielsens taking on the Van de Weghe fleet in exchange for shares in the new company, will use the Kranen Michielsens name and be headed by Johan Michielsens and his current management team, which will run the company at commercial and operational level with the Van de Weghe family taking holding roles.

Combining the depots of Michielsens and Van de Weghe, will give six locations – five in Belgium (Antwerp, Brussels, Charleroi, Gent and Houthalen en Luik), and one in Holland at de Meern. A new headquarters will be built in Antwerp 3 km from the existing Michielsens head office.

The new fleet will consist of 210 mobile cranes, ranging from 7 to 700 tonnes in capacity and Michielsens claims that the merger will create one of Europe's top ten largest crane rental fleets. Worldwide, Kranen Michielsens now rates itself in the top 20.

The company has stressed that no jobs will be lost as a result of the merger. Van de Weghe's Concrete Erection, Industrial Maintenance & Removal, Manlifts & Mastclimbers and Tower Crane divisions continue to keep their individuality and remain in operation.

# New 400t crawler from Terex-Demag

Due for launch next year by Terex-Demag in Germany, IC exclusively reveals, is a 400 tonne capacity crawler crane, the CC 2400-1. The new crane, on the drawing board at the time of writing in early September, is being developed out of the CC 2200's crawler chassis and will have a completely new boom system, Terex-Demag said.

Maximum load moment of the "world" crane, designed for all markets, will be 5150 tonne-metres.

Features of the new crawler include variable superlift radius, variable main boom offset in SW (heavy main boom and luffing fly jib) and SWSL (SW with superlift) configurations, and the touchscreen IC-1 control system. Superlift radius can be adjusted from 9 to 15 m. In SWSL the main

boom length is between 36 and 96 m and fly jib length is from 24 to 84 m.

In main-boom-only SSL/LSL configuration maximum boom length is 126 m. In main boom-only SSL configuration it is 96 m, where, with superlift at 15 m radius the preliminary technical data sheet shows that at a maximum radius of 80 m, with 160 tonnes of counterweight and

central ballast, the CC 2400-1 will lift 42 tonnes through 360 degrees. On a 54 m main boom, at a radius of 34 m, the chart shows a maximum load of 140 tonnes. The maximum 400 tonne capacity in SSL is achieved out to 12 m on a 42 m main boom.

The complete machine, including 100 tonnes of counterweight, 24 m of boom, and hook block, weighs 233 tonnes. For transport, the superstructure with three winches, hydraulic A-frame, carbody and self-assembly equipment weighs 59.6 tonnes. Each crawler is 23.4 tonnes, 10.25 m long and 1.3 m wide.

The company's previous 400 tonner was the Demag CC 2400 last produced in the early 1990s. Deliveries of the new CC 2400-1 are due to start early in 2006.



## Tat Hong enters China

Singapore-based Tat Hong Holdings and Chinese tower crane manufacturer Fushun Yongmao Construction Machinery Co., Ltd have formed a joint venture tower crane company. Fushun Yongmao Equipment Manufacturing Co., Ltd will manufacture and sell tower cranes in China.

Tat Hong's 70% owned subsidiary,

Leadpoint Pte Ltd and Sunfield Investment Pte Ltd will also own stakes in the new company, which is launched with registered capital of \$7 million.

Tat Hong supplies cranes and heavy lifting equipment and is listed on both the Singapore and Australian stock exchanges.

UK based Wytkin Services Ltd, a family owned company based in Derbyshire, has purchased its first ever brand new crane, a Grove TMS 250eB. In its seven years in business, the company has only previously bought used Liebherr wheeled mobile cranes but manager Steve Wytkin hopes that the new machine "will be the first of many more to come."



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enquiries **102** see page 58



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# CTE to acquire Effer/Bizzocchi?

Italian truck mounted platform manufacturer CTE was negotiating to buy the Effer/Bizzocchi Group as *IC* went to press at the end of September.

CTE and Effer managers, together with trade unions, were holding final negotiations during the last week of September. A spokesperson for CTE confirmed that talks were being held,

but declined to comment further.

*IC* understands that Effer Holding – owners of the truck loader crane group and aerial platform manufacturer Bizzocchi – went into some form of administration in September, and was understood to have been speaking to three potential buyers, with CTE emerging as the preferred buyer.

**A new 135 tonne (148 ton) capacity Kobelco CKE1350 crawler crane is playing a key role in the completion of the structural steel erection for the next phase of the PaddingtonCentral development in central London, UK.**

**The crane is on hire from crawler crane specialist G H Johnson, working for structural engineers William Hare.**

**It is a particularly busy site, hemmed in on all sides – between the main railway line into Paddington station, Phase 1 of PaddingtonCentral, the Grand Union Canal, and the elevated section of the A40 trunk road. Tight space on site allowed room for only one crane to complete the offloading of steel sections as they were delivered and to then install them.**

**The Kobelco crawler was rigged with 30.5 m (100 feet) of main boom and 60 tonnes (66 tons) to complete both the unloading and installation of the steel sections, some of which weighed up to 60 tonnes (66 tons).**

**The PaddingtonCentral project is a UK £30 million (US \$52 million) renovation of the area due for completion in March 2006. Once completed, the area will consist of new leisure, retail and office buildings.**



## Manitowoc opens RT production in Italy

The Manitowoc Crane Group has officially opened rough terrain crane production in Italy with the opening of the Niella Tanaro facility. The factory, which is an existing Potain assembly plant, has been extended with the construction of a new building to house RT production and the assembly of some of the smaller Grove all terrain models.

The first unit built at the plant, a 30 tonne capacity RT530 will be exhibited at the SAIE exhibition in Bologna, Italy later this month.

Manitowoc's EAME region sales

manager Frans Vanwinkel said that the Grove had been "practically absent from the Italian RT market", which he believes to be around 200 new units a year and 60 % of the entire EAME market, until 2003 when the company made a "positive move" to sell cranes into the region.

President of the Crane Group, Glen Tellock, said that he saw Grove's arrival into the Italian market as "good competition" and predicted that the company's after sales and service would be a deciding factor for Italian customers.

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# Investment in China?

Three separate international investors are looking to buy one of China's largest crane and construction equipment manufacturers, Xugong Machinery.

Xugong Machinery is one of the 45 companies within the Xuzhou Construction Machinery Group (XCMG) – China's

largest construction equipment manufacturer. ACT understands that American International Group, JP Morgan Partners and Carlyle Asia Venture Partners are leading the chase for Xugong since the company decided to call off buy-out talks with Caterpillar.

Should the investment go ahead,

which could be worth around \$300 million (€ 249 million), it will be the first time that a foreign company has bought such a large stake in China's manufacturing sector. Xugong produces a wide range of construction machinery including tower, mobile and crawler cranes.

## Demolition innovation

Four cranes belonging to Spanish rental companies were involved in this innovative demolition of the Windsor Building in Madrid. The skyscraper had been on of the Spanish capital's tallest buildings prior to a severe fire in February this year. The 30-storey, 420 foot high building was in danger of collapsing and local contractor Demoliciones Usabiaga was called in

to demolish the tower before it could pose any further threat to the surrounding area. The company's unusual solution, which it claims halved demolition time, involved bolting the superstructure of a remote controlled 944 Litronic type Liebherr hydraulic excavator fitted with a demolition ripper hook, to a special steel chassis. This was then lifted into place by rental company, Grúas Peninsular's Liebherr LR 1750 lattice boom crawler crane that Demoliciones Usabiaga ordered for the job.

To remove debris, Demoliciones Usabiaga attached a multiple grapple built by Imca engineering to the LR 1750.

The other cranes involved were a Liebherr LG 1550 lattice boom truck crane from Madrid-based Tecno-Truck Cranes, A liebherr LTM 1500 and a Terex-Demag CC1800-1 crawler.




## SMIT's half year is up

Dutch maritime services company Smit has reported a €4.4 million (\$5.3 million) rise in net profit to €18.8 million (\$22 million) for the first six months of 2005 compared to the same period in 2004.

The Transport & Heavy Lift division, however, reported a significant drop in net profits of €2.2 million (\$2.6 million) compared to €5.6 million (\$6.8 million) for the first half of 2004. The company said that the reasons behind the drop were the "end of activities involving small sheerlegs" and the fact that business was boosted in early 2004 by major offshore heavy lift projects such as the raising of the Tricolor and the Barracuda Caratinga.

Overall annual figures for the group are more positive however, and Smit has forecast that total net profit will be higher than the 2004 total of €27.4 million (\$33 million).

### NEWS HIGHLIGHT

 In response to the devastation imposed upon the Gulf region by Hurricane Katrina, in partnership with Sumitomo Construction Machinery, has donated \$115,000 (€ 95,000) to the American Red Cross to assist in restoring normality to the lives, homes and workplaces of the region. This amount includes donations contributed by Link Belt employees and matched dollar-for-dollar by company.







UK based Ainscough Crane Hire was contracted by DBS Maintenance to raise the canopy of a petrol station in Exeter. The canopy had to be elevated to allow for extra height vehicles and with the dimension of the canopy the lift required four cranes to complete the lift. Ainscough used three new 55 tonne (60 ton) capacity Liebherr LTM1055-3.1 wheeled mobile cranes and a 25 tonne (27 ton) capacity Kato NK250HV truck mounted crane.

## NEWS HIGHLIGHTS

**i** UK based overhead crane manufacturer Street Crane Company, has announced it is on target to export 1500 hoist units and crane kits this year.

A key element in this success is an expanding network international trade partners in areas such as Oman, Chile and Vietnam.

**i** There is still time for readers to vote in TopLift 2005, Simply log onto [www.khl.com](http://www.khl.com) to download a digital version of the September issue and follow the voting instructions.

**A new Kegiom Lifting Model 8700 E4 mini crawler crane is currently at work on the roof of the famous Fendi fashion design house in Rome constructing a crystal dome. The mini crawler 8700E4 has a lifting capacity of 2.6 tonnes (2.8 tons) and a maximum boom length 13.71 m (44 feet).**

**The crane is fitted with an articulated boom, which is unusual for mini crawlers, and is powered by either a diesel or electric engine.**



enquiries 104 see page 58



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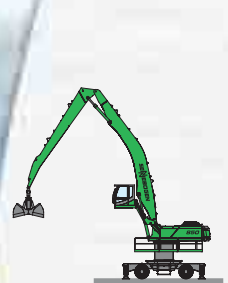
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enquiries 105 see page 58



## RIGGING READ



### Financial Benchmarking Study

published by SC&RA

The Specialized Carriers & Rigging Association (SC&RA) has released a new *Financial Benchmarking Study*. The 76-page study focuses on the aggregate responses of 31 SC&RA member companies to a confidential survey concerning their operations between December 31, 2003 and December 31, 2004.

The study was administered by Business Resource Services (BRS), Seattle, Wash. BRS, which produced SC&RA's five previous studies, also has worked with some of the nation's largest corporations, including Anheuser-Busch, Chase Manhattan Bank, and Harley Davidson.

The study highlights key financial and operating characteristics of three different service types of SC&RA member companies – specialized transport, crane rental, and rigging. A separate executive summary for each service type contrasts the results of all companies to the top half, based on owners' discretionary profit percentage.

*The Guide to Benchmarking* section of the study includes tips on using financial statements as working tools; a financial cause and effect road map; and action plans for profitability, productivity, financial position and cash flow.

Participating companies received a free copy of the study, as well as an individualized consulting report.

■ The SC&RA *Financial Benchmarking Study* is now available to non-participating companies for \$495. To order, call + 1 (703) 698-0291.

## IC's big eye on the web

Each month *International Cranes and Specialized Transport* profiles an industry website.

This month we looked at  
**www.baycraneheavyhaul.com**

This month we looked at [www.BayCraneHeavyHaul.com](http://www.BayCraneHeavyHaul.com), the new website dedicated to the specialized transport arm of New York based Bay Crane. The site include a comprehensive gallery of photographs of Bay's special transport equipment and jobs that have recently been completed.

There is also a video section that includes a selection of lifting and transport jobs, such as the transport and unloading of a 100 year old kiosk. The unit had originally been built for the Queensborough bridge, but was moved to Brooklyn by Bay earlier in 2005.

■ To have your website featured in *International Cranes & Specialized Transport*, please contact James Verrinder at the editorial address.



## Talking cranes



**"We're looking forward to a great deal of construction in many parts of the devastated area over the next several years."**

**Derrell Cohoon, CEO of the Associated General Contractors of Louisiana, on the aftermath of Hurricane Katrina.**

### MODEL NEWS

Classic Construction Models (CCM) has announced that it will produce a limited edition 1:87 scale model of Lampson International's Transi-Lift LTL-2600. Only 126 models will be produced, and delivery is expected in winter 2006. CCM says that the estimated price of the model, which will be made of brass, is US\$ 1200.

■ For more details on the model, and details on pre-ordering, visit [www.ccmmodels.com](http://www.ccmmodels.com)



## LIFTING Q&A

### Bert Avezaat

Manager, new building and repairs, Avezaat Cranes

**How long have you been in the crane industry?**

Avezaat Cranes has been in business for more than 66 years but I have been there for 6 years.

**What has changed most in that time?**

The development of high strength materials used in crane manufacturing.

**What is your favourite ever crane?**

The 1600 tonne capacity PTC crane because of the capabilities of the crane and the ability to transport the complete crane by containerised units.

**Do you think that the crane industry is safe?**

I think we have to be careful that we keep things workable. Improvements of safety are very good but we have to be careful that one rule is not working against another which causes people not know what to do. But I think that the industry in Europe is safe overall.

**Where do you see the industry in 20 year's time**

We think that developments concerning high strength steels used in crane construction will probably reach a limit – a limit that will keep production profitable. But we also know that steel manufacturers and crane manufacturers are still trying to find ways to go higher and hoist heavier loads without increasing the weight of the lifting unit. That makes it difficult to predict what the final result will be.

We also think that there could be some interesting developments in the area of transportation – in the future it should be possible to transport lifting equipment more easily and we could see the axleweights of mobile cranes reduce.

# Markets weather the storm

**The US stock markets survived Hurricane Katrina with only a small loss, while the Japanese and European benchmarks went to four-year highs. CHRIS SLEIGHT reports.**

**H**urricane Katrina had a negligible effect on the US markets, with the Dow Jones Index dropping just 0.28% between weeks 34 and 38. Arguably more serious from the markets' point of view was the effect the storm had on oil prices, with the cost of a barrel of US light crude breaking through the US\$ 70-mark in week 35.

The price of oil has since retreated, but remains in the high

US\$ 60 per barrel range. However, greater concern is being expressed on the impact on US oil refining capacity. Some 25% of the country's refinery capacity is in the Gulf of Mexico, and with these facilities hit hard by Katrina, there are serious concerns about the price of road and domestic fuels in the US.

This situation is not likely to improve over the medium term, with energy consumption in the US reaching its annual peak over the Northern hemisphere winter. The concern is that this will damage the economy, particularly consumer spending, because people will naturally spend money on heating their homes and running their cars as a priority over non-essential items.

While this could impact the US

markets, there is a lot of buoyancy elsewhere in the world. The Japanese stock market went to a four-year high in September, with foreign investment in the banking sector and the re-election of the reform-minded prime minister, Junichiro Koizumi providing a big boost to confidence.

In the UK, the FTSE 100 was at its highest since late 2001, thanks in part to the high oil price. BP and Shell make up a big slice of this particular index, and they continue to reap the benefits of the high worldwide demand for oil.

## Crane shares

It was also a good four weeks for the lifting sector, with *IC's* Share Index gaining +6.67% to go to another all-time high of 271.18 points. The stand-out shares were those of the Japanese manufacturers, which benefited from the general buoyancy of their home stock market. There were moderate gains for the Europeans, while the US manufacturers were more subdued.

There was something of a rally in heavy equipment shares in the immediate aftermath of Katrina, the logic being that such machines would be needed in large quantities for the clean-up and reconstruction operation. Whether this genuinely leads to more orders is questionable. Crane manufacturers are already building machines as fast as they can, and while some will undoubtedly be used in the southern states it is difficult to see how they could make and deliver any extra equipment

## Currencies

The Dollar strengthened against the Yen, Pound and Euro in the four weeks under review. Looking back a year however, it has only small net gains against these currencies. Additional federal spending on the clean-up effort is likely to increase the US deficit, and high oil prices could also depress the Dollar, so it could lose ground over the winter. ■

## October *IC* Share Index

Stock	Currency	Price at start	Price at end	Change	% Change	Price 12 mths ago	12 mth % change
<b>IC Share Index*</b>		<b>254.23</b>	<b>271.18</b>	<b>16.95</b>	<b>6.67</b>	<b>192.05</b>	<b>41.20</b>
Dow Jones Industrial Average		10451	10422	-29	-0.28	10284	1.34
FTSE 100		5256	5390	134	2.55	4591	17.40
Topix 500		998	1067	69	6.91	887	20.35
Hitachi Construction Machinery	YEN	1671	1962	291	17.41	1336	46.86
KCI Konecranes	€	38.55	39.10	0.55	1.43	31.10	25.72
Kobe Steel	YEN	254	308	54	21.26	155	98.71
Manitowoc	US\$	46.62	45.85	-0.77	-1.65	35.07	30.74
Palfinger	€	64.54	67.55	3.01	4.66	30.39	122.28
Tadano	YEN	745	795	50	6.71	510	55.88
Terex	US\$	47.15	48.34	1.19	2.52	40.05	20.70

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

Period: Week 34 - 38

## Exchange rates – value of US\$

Currency	Value at start	Value at end	Change	% Change	Value 12 mths ago	12 month % change
YEN	109.90	111.63	1.73	1.57	109.97	1.51
€	0.8123	0.8228	0.0106	1.30	0.8214	0.17
UK£	0.5542	0.5581	0.0040	0.71	0.5580	0.02

Period: Week 34 - 38



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# SAIE 2005

**Where:** Bologna, Italy

**When:** Wednesday 12 – Sunday 16  
October 2005

**Hours:** Wednesday – Saturday:  
9am – 6pm  
Sunday:  
9am – 5.30pm

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Fax: +39 051 6374013  
e-mail: saie@bolognafiere.it  
Web: www.saie.bolognafiere.it

## Getting to SAIE

### By air

The Guglielmo Marconi International Airport is directly linked to Bologna Fiere by AEROBUS BLQ. Schedules and routes can be found on the ATC (Bologna Public Transportation) website.

### By rail

The Bologna Central Train Station is 10 minutes from Bologna Fiere and its entrances on Piazza Costituzione and Viale Aldo Moro. You can reach them with the 10, 35 and 38 bus lines. Ticket price: € 1,00.

■ For further information, check the ATC (Bologna Public Transportation) website.

### By road

From the motorways coming from Florence, Milan, Padua and Ancona:

■ Tangenziale (beltway) Exit No. 8 for Michelino Entrance and Parking and Aldo Moro Entrance,  
■ Tangenziale Exit No. 7 for Costituzione Entrance and Parking,  
Check the Autostrade website for traffic conditions.

### From Bologna city centre

Bus line 28 or 38 will take you to the entrances on Piazza Costituzione and Viale Aldo Moro. Ticket price: € 1,00.

■ For further information, check the ATC (Bologna Public Transportation) website:  
www.atc.bo.it

# SAIE preview

**The annual SAIE exhibition  
of construction equipment  
and materials takes place in  
Bologna, Italy, from 12 to 16  
October. IC takes a look at  
what is on show for the lifting  
and specialized transport  
industry**

Italy's leading construction show, and a top building event in Europe, SAIE, is in its 41st year. From 12 to 16 October the show in Bologna will showcase the products and services of more than 1850 exhibitors, 450 of which are from outside Italy.

In the show's 18 halls and six outdoor areas covering a total of 220000 square metres of exhibition space, visitors can take stock of market developments and meet industry professionals from around the world.

It is not a 'crane year' so tower cranes are not present and the industry focus is on hydraulic loader cranes and wheeled mobiles.

Listed over the following pages is a comprehensive selection of exhibitors for crane and transport visitors.

## Exhibitor list

**3B6 Area 44 stand A14**  
Operator assistance devices, electronic control and measuring systems.

**Airone Area 44 stand C49**  
Hydraulic loader cranes.

**Alimak Hek Area 48 stand A45**  
Construction hoists for employees and materials.

**Amco Veba Area 44 stand C34**  
Hydraulic loader cranes.

**ANMOPyC Area 36 stand G14**  
Spanish association of construction equipment manufacturers.

**ASSODIMI Area 36 stands G11 – G15 – H16**  
Italian association representing companies that sell, rent and service equipment used in construction, mining, forestry, power generation and industrial applications in Italy.

**Autec Radiocomandi Industriali Area 48 stand C10**

Italian manufacturer of industrial radio remote controls, Autec, is showing its full product range, including new products in the Light series of compact systems. Latest are the LK 4-D, LK 6-D, and LK 8-D, with 4, 6 and 8 pushbuttons, targeted at construction and industrial applications. The new receiver is designed to be compact (230x180x96 mm), robust and configurable for specialised applications.

Latest in the Modular series is the MK10-14, targeted at construction and industrial applications. This new model also has a new receiver, designed like

the new one for the LK series.

Also on display is the MJ joystick controller from the Modular series, which has a fail-safe system with neutral position control commands and an active safety stop function (both conforming to Category 3 EN954-1 and certified by TÜV). Optional is Data Feedback to display data from sensors on the controlled device.

Ergonomics is a major design consideration and emphasis has been placed on operator comfort in high-usage applications. To this end the MJ transmitters are made of two materials: tough glass filled nylon for the body; and a soft rubber layer for the hand rests and grip.

**BPE Electronics Area 35 stand D48**  
Overload/moment/outreach limiters, force measurement, scales and weighers, outrigger controls, function displays.

**Bencini (Cams Macchine) Area 36 stands B109 – C104**

Cams Industriale, manufacturer of the Bencini brand of industrial self propelled cranes will show its wheeled telescopic models designed for high capacity and good manoeuvrability in confined spaces. Power is diesel or re-chargeable batteries and options include hooks, jibs, forks, personnel baskets, pincers, and other special equipment.

**Benelligru Area 44 stand C42**  
Telescopic and articulated hydraulic loader cranes.

**Berco Area 36 stand D5**  
Crawler track systems, parts and machinery components.

**Bilanciali Area 44 stand A28**  
Scales and weighers.

**Bocker Italia Area 42 stand B29**  
Truck and trailer mounted telescopic mobile cranes, some with aluminium booms.



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Model 100-100 Raimondi tower crane  
Telexel up to 100 m  
Lifting capacity 10000 kg



Model 100-100 Raimondi tower crane  
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## Bonfiglioli Area 36 stands F9 - G16

This Italian manufacturer of gears and transmissions launches its Heavy Duty Parallel (HDP) shaft range of reduction gearboxes for, among others, material handling applications. The new series, which includes HDP 60 and HDP 90 models can be specified with foot, flange or shaft mounting, while other choices include metric or imperial solid input shafts, solid output shafts with single and double extension and keyed hollow, shrink disc, metric or imperial series. Other options include fan cooling, non-contacting seals, temperature and vibration sensors.

## Boscaro Area 48 stand B28

Below the hook attachments, including buckets, forks, tongs and clamps.

## Bridon Ropes Area 30 stand A37

Wire rope.

## Briggs & Stratton Area 35 stands D25 - E26

Engines.

## Brusa Area 47 stand A2

Hiab loader crane distributor for Italy.

## Bureau Veritas Group Area 33 stand F35

Society for QHSE-SA (Quality, Health, Safety, Environment, and Social Accountability).

## Camlok Area 30 stand A37

Lifting clamps, C-hooks, gantries, jibs and beams.

## Cams Macchine (Bencini) Area 36 stands B109 - C104

See entry under Bencini.

## Casagrande Area 29 stand D78

Duty cycle crawler cranes, piling and drilling rigs.

## Casar Area 30 stand A37

Wire rope.

## Certex Area 30 stand A37

Lifting accessories.

## Columbus McKinnon Area 20 stand E11 and Area 35 stand A47

Industrial chain and wire rope hoists and lifting accessories.

## Comer Area 20 stands C46 - D47

Tools and machinery.

## Cometto Area 48 stands E103 - F102

Since 1954 Cometto has been producing trailers, including self propelled types, to handle cargoes weighing up to several thousand tonnes. On show this year are flat bed extendable semitrailers.

This range of telescopic trailers includes models extendable from 22 to 44 m, running on between two and eight axles. Extension is by sliding two central beams, which allows intermediate extension and the hydraulic, air and electrical lines extend simultaneously. Suspension can be hydraulic or pneumatic and payload ranges from 26 to 86 tonnes.

Pictured is the five axle X54DAH low-bed with double extendable platform, hydraulic suspension and hydraulic steering. It has a full width swan neck and is designed for three axle tractors. It runs on 245/70 R 17.5 inch tyres and has a maximum payload of 76 tonnes.



## Compass Consulting Area 36 stand G1

The Clever Crane range of self erecting tower cranes with telescopic masts.

## Copma 2000 Area 44 stand D11

Hydraulic loader cranes.

## Cormach Area 44 stands A32 - B11

Hydraulic loader cranes.

## Cosmec Center Area 44 stand D10

See entry under Rozzi.

## Crosby Europe Area 30 stand A37

Wire rope fittings and accessories.

## Cummins Area 35 stand B31

Diesel engines.

## Demag Area 48 stand F99

See entry under Terex-Demag.

## Dieci Area 48 stands E113 - F112

Telehandlers.

## Dinamic Oil Area 44 stand E51

Components for slewing, lifting, and pulling.

## Donaldson Area 35 stands C73 - D74

Engine intake filter systems.

## Eaton Fluid Power Area 30 stand A37

Transmissions, hydraulic pumps, valves, motors.

## Effer Area 44 stand D38

Stars of the show from Effer's range of hydraulic loader cranes are the two new models 275 and 305. Rated 26 and 28 tonne-metres they are available with a maximum of eight hydraulic extensions giving a horizontal outreach of 22 m or, with the addition of a four section fly jib, this increases to 26 m. Four different combinations of link rod connection between the column and the boom can be specified.

enquiries (109) see page 58



There is also a choice of standard boom length or a shorter "C" version, for more capacity closer to the column.

New at the lower end of the range are three new models: the 20 the 40 and the 45 Easy Power. Ratings are, respectively, 2, 4 and 4.5 tonne-metres and they can all be installed on a 3.5 tonne truck.

On display from the top of Effer's range will be the 1550-JP with its decagonal (10-sided) boom profile. The eight section plus six section fly jib version has a maximum vertical reach of 40 m.

Visitors will also be able to see the prototype of the 130-145, a brand-new model in the popular 13 tonne-metre segment.


**Elca Radiocomandi Industriali**
**Area 48 stand B50**

Industrial radio remote control systems.

**Electroelsa**
**Area 48 stands A23 – B24**

Construction hoists for employees and materials.

**Sampierana**
**Area 36 stand E5**

Crawler undercarriages and components.

**Eurogru Amici**
**Area 44 stand D31**

Truck mounted telescopic hydraulic recovery cranes.

**Faresin-Haulotte**
**Area 45 stand D40**

Telehandlers.

**Fassi Gru**
**Area 44 stands D22 – E11**

First in Fassi's new Evolution series of hydraulic loader cranes making their debut at this year's show are the F240B and F260 BXP models. Featured are double connecting rods and the prolink (progressive link) system on the secondary arm.

New at the show from the "light" series are the F22A, F38A, F50A and F65A. The F30A can have up to three extensions to give a maximum hydraulic outreach of 7.55 m. Compared with the previous corresponding model, capacity is 25% higher (up from 2.8 to 3.4 tonne-metres).

On show and available from November will be the new F50A and F65A, with up to four extension



booms. While they have the same reach as their predecessors, capacity is increased 10%. Also on show will be the F800 BXP, the latest addition to the range of models with continuous rotation. It is an evolution of the previous F800AXP and has the Integral Machine Control (IMC) is a CAN bus-based system that co-ordinates the crane's operating management and safety devices.

**Ferrari International 2 Area 44 stand D23**

Hydraulic accessories, baskets, forks, rotators, winches.

**FIAAM Filter**
**Area 30 stand A12**

Filters for air, fuel and oil.

**F.lli Ferrari Corporation Area 44 stand E24**

Hydraulic loader cranes.

**Forge France**
**Area 30 stand A37**

Hooks, links, chain, lifting eyes.

**Gehl**
**Area 45 stand D42**

Telehandlers.

**Goldhofer**
**Area 47 stand A11**

Trailers and specialized transport systems.

**Grove**
**Area 48 stand C39**

Representing the Manitowoc Crane Group at this year's show will be models from the Grove product line, including a pair of 30 tonne capacity RT 530 rough terrains. All terrains on display will be a five axle 130 tonne capacity GMK5130-1 with 60 m boom, and a three axle, 55 tonne capacity GMK3055.


**Grumac Europa**
**Area 47 stand A63**

Mobile cranes.

**Haulotte Italia Area 48 stands D31 – E26**

The Easy Crane range of radio controlled wheeled mobile cranes for construction sites.

**HBC radiomatic**
**Area 48 stand D22**

Radio remote control systems.

**Heila**
**Area 44 stand C27**

Hydraulic loader cranes.

**Hetronic Steuersysteme Area 48 stand A89**

Radio remote control systems.


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enquiries **110** see page 58

**Hiab Area 47 stand A2**

Hydraulic loader cranes represented in Italy by Brusa.

**Hinowa Area 36 stands A97 – G19**

Crawler-tracked undercarriages.

**HMF Italia Area 44 stand D12 and Area 48 H13**

Hydraulic loader cranes.

**Idrogru Area 44 stand C11**

Truck mounted telescopic hydraulic cranes.

**Imet Area 48 stand A49**

Radio remote control systems.

**Interfron Area 20 stand E11**

Chain hoists, slings, rope fittings.

**International Cranes and Specialized Transport Area 42 stand 20**

Editorial staff and advertising representatives will be here and around the show. In addition to *IC*, other KHL Group titles, including *Access International*, *Construction Europe* and *European Rental News*, are present.

**Isoli Area 44 stand C18**

Truck mounted telescopic hydraulic cranes.

**Italcables Area 27 stand B89**

Wire rope, chain, slings and fittings.

**Italmet Area 20 stand C53**

Slings, wire rope, fittings, hooks.

**KabSeating Area 35 stand E74**

Operator seating.

**Kabelschlepp Italia Area 30 stand A24**

Cable management systems.

**KLM Area 47 stand C84**

Hydraulic loader cranes, representing Terex Atlas.

**Krueger Systemtechnik Area 31 stand B2**

Crane electronics, components, bus systems.

**Leica Geosystems Area 20 stand E29 and Area 31 stands A35 – B22**

Laser distance measuring equipment, GPS systems.

**Liebherr Area 48 stands F27 – H24**

On its 900 m<sup>2</sup> stand Liebherr will show the LTC 1055-3.1 and all terrains on three, four, five and seven axles, including the two latest models LTM 1070-4.1 and LTM 1095-5.1.

Smallest on show is the 55 tonne capacity LTC 1055-3.1 compact three-axle mobile with hydrostatic drive and one cabin both for driving and crane operation.

The four-axle LTM 1070-4.1 all terrain, pictured above, has a 50 m main boom giving a lifting height almost 20% higher than that of its predecessor. Load capacity has also been increased by an average of 10% and even up to around 30% in some areas of the chart, Liebherr says. With its 16-metre double folding fly jib maximum hook height is 65 m.

At 12 tonnes an axle the crane can carry 10.7 tonnes of counterweight, a 16-metre double folding

fly jib and a range of accessories. The addition of another 3.8 tonnes of ballast takes the total to the maximum 14.5 tonnes and maximises the working load.

Liebherr claims the 58 m telescopic boom of its five-axle LTM 1095-5.1 is the longest in class. Lifting height can be increased to 82 m. It follows the taxi concept of the 1070 and its 60 tonne (12 tonnes per axle) total weight includes 15 tonnes of ballast. An extra 8 tonnes of ballast is available.

The seven axle crane on show will be the 400 tonne capacity LTM 1400-7.1. Maximum hook height is 122 m and maximum radius is 92 m, with lattice extensions.

**Maber Area 48 stand C31**

Rack and pinion hoists for people and materials.

**Mait Area 45 stand D30**

Heavy duty crawler cranes.

**Manitou Area 36 stand G21 and Area 48 stands D87 – E82**

Telehandlers.

**Manitowoc Crane Group Area 48 stand C39**

See entry under Grove.

**Mantovanibenne Area 36 stand B10**

Scrap handling grab type BP.

**MEDIAPOINT & COMMUNICATIONS Area 42 stand 20**

Italian advertising representative for *International Cranes and Specialized Transport* magazine and the other KHL Group construction titles.

**Merlo Area 36 stand H18 and Area 48 stands A69 – B70**

This Italian manufacturer promises to have an unusual display to promote its new digital radio remote control system. The display will demonstrate an ability to precisely control boom movements. While it is operating, the radio system is designed to automatically change frequencies to improve isolation from signal noise and maximise safety. This radio-control is an option on Merlo telescopic handlers that have the MERlin on-

board computer that allows "control and monitoring of all the machine's function parameters."

**Minelli Area 44 stand E18**

Grabs, grapples, buckets.

**Mister Gru Area 48 stand E87**

Mobile crane sales.

**Modulift Design & Consulting Area 30 stand A37**

Modular spreaders, lifting beams, engineering design.

**NBB Controls & Components Area 35 stand D44**

Radio remote control systems.

**Next Hydraulics Area 44 stand C41**

Hydraulic loader cranes.

**Ormig Area 44 stand C19**

New in the range of industrial yard cranes is the battery-electric 25 tonne capacity model 25tmE pick and carry. Strong performance and compact size were two primary design criteria. Overall height is 2.4 m, there is a new electronic control system, and the hydraulic system has a variable delivery pump. Attachment options include hydraulic and mechanical fly jibs.

Also on display will be the 33tmE, a 33 tonne capacity version.







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**Palfinger Italia Area 44 stands F16 – G11**

Hydraulic loader cranes.

**Parsons Chain Company Area 30 stand A37**

Chain, slings and fittings.

**PAT Area 31 stand B2**

Electronic safety and control systems.

**Perkins Engines Company Area 36 stand D29**

Diesel engines.

**Pesci Area 47 stand D92**

Hydraulic loader cranes.

**Pfeifer Seil Area 20 stand E11 and Area 35 stand A47**

Wire rope.

**PM Autogru Area 44 stands F36 – G31**

Loader crane manufacturer Autogru PM will show its full range, including versions of its 44S and 48SP models, launched during its Italian dealer meeting in June.

New at the lower end of the capacity range are the articulated (knuckle) boom models Idea and 3.5. Idea, available with two hydraulic extensions, has a maximum hydraulic outreach of 7.2 m, where load capacity is 250 kg. PM says this compares favourably with a three-extension crane. Its 1900 mm width and 1600 mm height mean it can be installed on small trucks, for example, from Nissan and Isuzu. The 3.5 is available in three versions – two, three and 2LC hydraulic extension versions.

Features of the 44S/48SP series include up to eight hydraulic extensions and continuous slewing. These cranes were seen at last year's show under the name 43S/47SP. Developments include new Scanreco or Hetronic radio remote controls, optional LC-system of hydraulic extension and with a 20 degree negative angle jib.


**Pressoil Area 36 stand G54**

Mobile hydraulics.

**Pris-Mag Area 45 stand D23**

Hydraulic truck mounted cranes.


**Probst Area 45 stand D13**

Lifting and handling equipment and attachments.

**Ravioli Area 48 stand B64**

Radio remote control systems.

**Rotzler Area 47 stand A2**

Expect to see new winches launched at this year's show. Expanding the Titan range of winches for loader cranes and construction machinery will be the TC 3, a 3 tonne (on the top layer) unit. It is designed to be small and light for loader cranes with many extensions and jib applications.

Also new is Rotzler's MCD (Measuring Control Device) that monitors hoisting force and gives a linear value output that communicates with the crane's control system to allow compliance with European safety standards.


**Rozzi Area 44 stand D10**

This Italian manufacturer's main products include: grabs for scrap and waste; clamshells for digging and loading; grabs for timber; and hydraulic rotators and joints.


**Safi Area 48 stands C71 – D74**

Construction hoists.

**SCM – Societa'costruzioni Meccaniche Area 47 stand A53**

Wheeled mobile cranes.

**Sormec Area 47 stand D94**

Marine cranes.

**Tadano Faun Area 48 stands D73 – E68**

On display will be the first unit in the country of the 65 tonne capacity ATF 65G-4 all terrain. Purchaser is Tagliavini, a Bologna based crane and platform rental company.

The new model ATF 65G-4 (where G indicates Global) is successor to the ATF 60-4 and continues to follow the two-engine taxi-crane principle. On a 4 x 12 tonne axle load the new crane weighs in fully equipped, Tadano Faun says.

Features of the ATF 65G-4's Faun carrier include 8x6x8 (8x8x8 optional) drive/steer, 394 hp Mercedes Benz engine, ZF AS-Tronic 12-speed transmission with interarder, 14.00 R25 tyres (16.00/20.5 R25 optional) and automatic rear axle steering up to 25 km/h. The four point hydraulic outriggers have a mid extension position.

In the superstructure is a separate 122 hp Mercedes Benz engine and a new five section, 11 m to 44 m single cylinder main boom giving a tip height of around 45 m.

Tagliavini is having a special 1.6 m heavy-duty short jib, which can be offset up to 60°, plus an auxiliary winch.

Also on show is a 110 tonne capacity ATF 110G-5 all terrain, ordered by crane rental house Triveneta, which runs the biggest fleet of Tadano Faun cranes in Italy. This is the twelfth Tadano Faun crane ordered by Triveneta.





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enquiries 114 see page 58



**TCM Area 42 stand B13  
and Area 44 F12**

Telescopic hydraulic cranes on  
truck and crawler chassis.

**Terex-Atlas Area 47 stand C84**

Hydraulic loader cranes.

**Terex-Demag Area 48 stand F99**

In pride of place will be the 500 tonne capacity AC 500-2 telescopic wheeled mobile, fitted with the capacity-enhancing Sideways Superlift (SSL).

Visitors will also be able to see the 120 tonne capacity AC 120-1 with 60 m main boom. It uses technology and components from its AC 160-1 and AC 200-1 bigger brothers but is 2.75 m wide.

From further down the range will be the three-axle AC 55 City (pictured above). The 55 tonne capacity City class model has a 40 m boom and a two-man tandem cab.

**Terex Italia Area 48 stand E119 – F118**

Visitors will be able to see models from the Terex-Bendini line of rough terrain (pictured right) and crawler mounted telescopic cranes. New is the TCC 45 telescopic crawler crane. Maximum lifting capacity is 44 tonnes at 2.5 m radius and the full power telescopic boom extends to 37.4 m. A selection of rough terrain cranes from the range with lifting capacity from 30 to 60 tonnes, will also be on show.

**Tractel Italiana Area 20 stand E67**

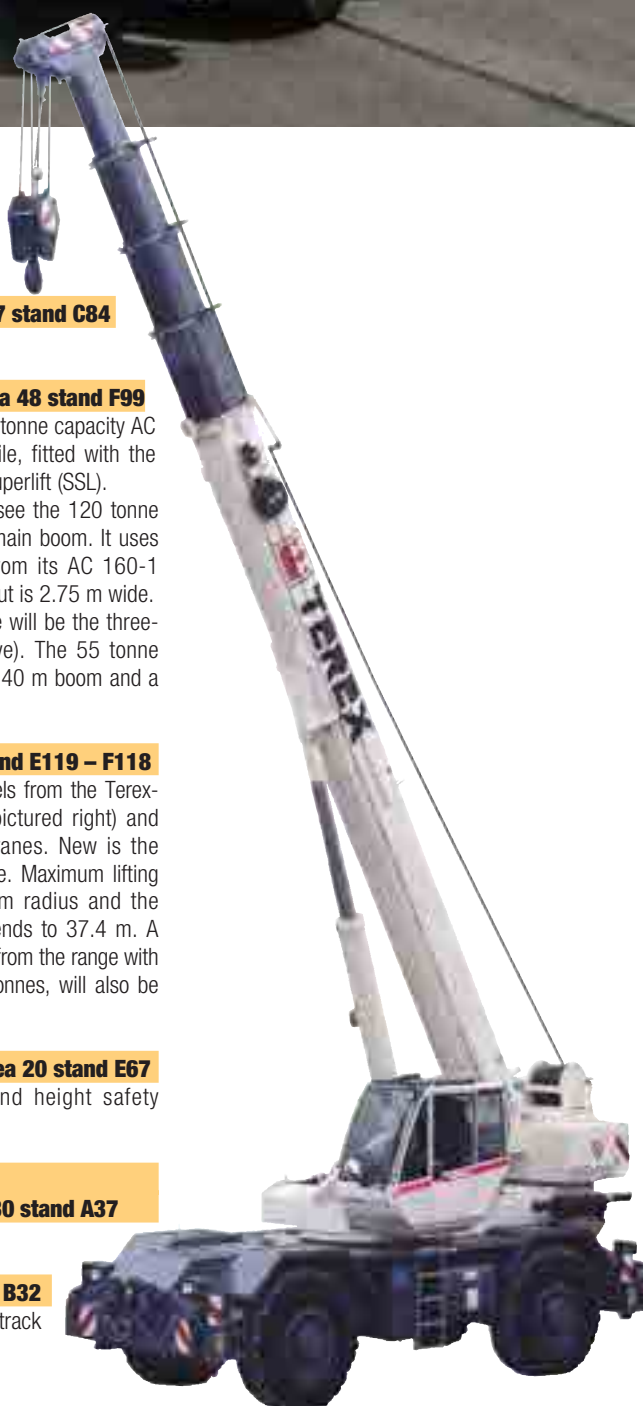
Lifting & handling, access and height safety equipment.

**United Offshore Services Area 30 stand A37**

Lifting slings and wire rope.

**Valla Area 45 stand B32**

Industrial wheeled and crawler track cranes.





# New Pendel-X

Dutch specialized trailer manufacturer, Royal Nootboom, has introduced a new generation of patented pendulum axle Euro-lowloaders. The Pendel-X series is a new design with new and improved features. These improvements contribute to an increased axle load capacity, depending on road regulations in each country, and greater efficiency. In The Netherlands, for example, standard capacity per axle line of four wheels (two Pendel-X axles) is 13.4 tonnes, which can increase to 14 tonnes on a special permit. In the UK, under the STGO (Special Types General Order) regulations, capacity can increase even further, to 16.5 tonnes, at higher speeds than previously allowed in Category 3.

Like modular hydraulic trailers, Pendel-X axles offer hydraulic height compensation, in this case a stroke of 400 mm. This allows the trailer deck to be raised and lowered between 960 and 1360 mm, while standard travel height measures 1100 mm. Nootboom supplies rear Pendel-X configurations between two and five lines. To further increase loading capacity either a one- or two-axle Jeep dolly can be used to the front, under the gooseneck, or a two- or three-axle line Interdolly can be inserted between the gooseneck and the bed configuration.

Depending on the requirements of the load

the Pendel-X series is supplied with standard or extendable lowbed, small excavator bed or vessel bed. Interchangeable beds are optional. Nootboom engineers claim, in designing such a compact and 'clean' configuration, that the Pendel-X offers 600 mm extra loading length within the standard length, compared to a conventional lowloader.

Additional U-space is also available in between the rear Pendel-X axles. U-depth is 550 mm. Depending on trailer width – 2540, 2740 or 2840 mm – the U-width is 500, 700 and 800 mm, respectively. The U-space is especially of interest for moving the increasingly larger hydraulic excavators equipped with longer and foldable booms, especially demolition machines. A boom, complete or in part, fits the U-space, allowing the movement of taller machines within the same height restrictions, and/or without having to remove the boom and transport it separately.

This drive for greater efficiency can also be seen in the design of the trailer. By using fewer components in the steering system it should need less maintenance. "Maintenance friendly" also applies to the brake valves and lines, which are positioned on a removable plate on either side of the U-space. The brake cylinders are positioned in the Pendel-X axles so they are no longer the lowest



point when the trailer is fully lowered. This saves on repairs, downtime and increases road safety.

Additional safety is provided by integrating four certified lashing eyes per axle line – two either side of the deck and two in the U-space. The same eyes can also be used to secure loads driven or placed on top of the rear axle deck.



## SPMTs for South Korea

The South Korean heavy transport division of Global Enterprises has once again expanded its fleet of Kamag self propelled modular transporters (SPMTs). This time the company ordered a set of four trailer modules comprising six-axle lines each, together with two power packs.

To celebrate the official handover the president of Global Enterprises visited the Kamag factory in Ulm, Germany. The addition of this latest 720 tonnes of capacity expands Global Enterprises' SPMT capacity to more than 3000 tonnes, the equivalent of more than 100 axle lines. Global Enterprises is mainly active in heavy transport, lifting and installation work in sectors that include offshore construction, chemical and petrochemical plant installation and shipbuilding.

For this kind of work, modular transporters that can be coupled together depending on the size and weight of the load are needed. The all-wheel-steered vehicles are available in two, four or six-axle units driven by a coupled power pack. In addition to the hydrostatic drive and the steering this diesel-hydraulic unit powers the lifting cylinders in each bogie.

Electronic multi-mode-steering is design for manoeuvrability when positioning oversized loads. Computer-controlled steering programmes include carousel drive, diagonal and transverse drive.

**A 12-line Kamag SPMT being tested before final delivery to Global Enterprises from South Korea**



The Broshuis lowloader  
being lifted by Sindorf's  
Liebherr HS895 HD



## Sindorf gives Broshuis a lift

Year after year the Truckstar Festival in The Netherlands attracts thousands of visitors from the trucking industry, ranging from drivers and their families to company owners and staff. Broshuis, the Netherlands-based specialized trailer manufacturer, thought this year's event would be the right moment to promote its product in a different way.

The main highway A28 to the festival passes by the Sindorf premises in 't Harde. Sindorf Trading Holland is well known for displaying its fleet of large used cranes assembled in the yard. The stock

includes the 1200 tonne capacity Gottwald AK1200 and the 1000 tonne Krupp Rosenkranz K10001. These enormous cranes always attract the attention of people passing by as the yard is in a forest.

Broshuis made good use of the situation by having one of its four-axle lowbed trailers suspended high above the surrounding trees by another of Sindorf's cranes – a Liebherr HS895 HD crawler. If the lowbed suspended from the crane did not already attract enough attention, Broshuis added a large banner bearing the Sindorf web address for those who couldn't believe their eyes.



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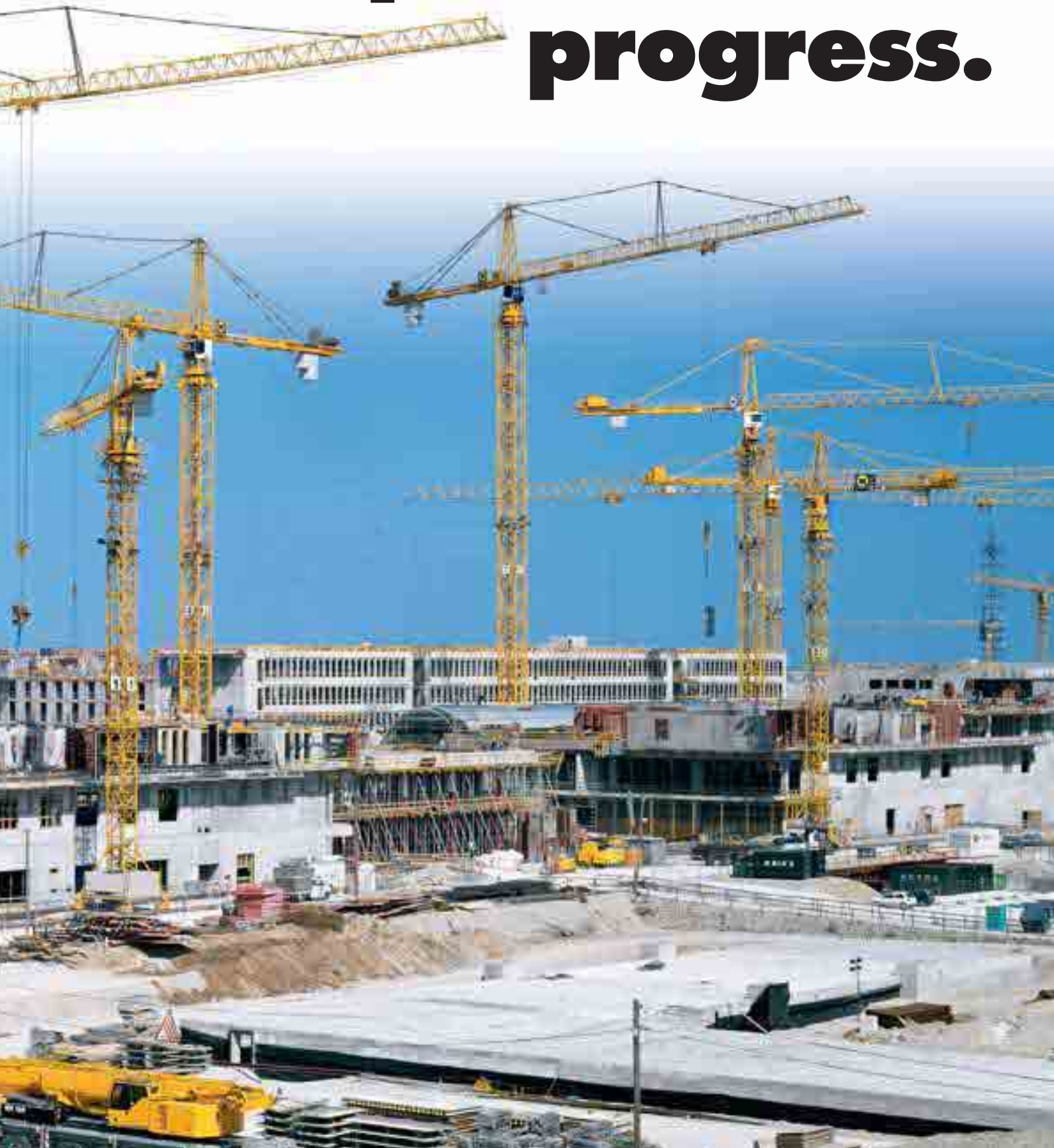
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# Stretching

**The *Enchantment Of The Seas* became the enchantment of the land during a one-month round-the-clock revitalisation project. The heart of the job for ALE Lastra was to lengthen the cruise ship by cutting it in half, implanting a 22.2 m section weighing 2666 tonnes, and then welding it all back together.**

**GINO KOSTER reports**

The *Enchantment Of The Seas* and its new mid-section fitted side-by-side in Keppel Verolme's dry dock before cutting the ship in two and skidding the bow section forward



The bow of the ship was moved 29 m forward to allow the new mid-section to be skidded in from the side

Positioned on a series of skid & jack shoes, the new 2666 tonne mid-section was positioned in between the separated bow and aft sections

**U**S cruise liner company, Royal Caribbean International (RCI) in Miami, Florida decided on a major refurbishment for its eight-year old *Enchantment Of The Seas*, a 74,135 gross tonne cruise ship. The design, construction and installation of a new mid-body section formed the heart of the project, which also included a complete make-over of the interior and the addition of other major innovations.

It was 25 years ago when Royal Caribbean last embarked on a similar project and that time it took almost three months. The method used consisted of positioning the *Nordic Prince* in a dry-dock, floating the aft section out, floating the new mid-section in, followed by the aft section again, and finally, connecting the sections in the emptied dock.

With the *Enchantment Of The Seas*, however, the project time had to be minimised as much as possible. Therefore, another method was required. Royal Caribbean contracted Aker Finnyards, Finland to carry out the complete project. The solution included manufacturing the new mid-section at the yard in Turku, Finland. From there it would be shipped to Keppel's Verolme Shipyard in Rozenburg, The Netherlands. The ship and section would be joined in Keppel's huge dry dock using a method developed by ALE Lastra from Breda, The Netherlands.

ALE Lastra's work started in Turku. Once the section, measuring 22 m long, 32.2 m wide and 11 decks high, was finished, ALE Lastra collected the 2666 tonne module from the yard. In a complicated roll-on operation the section had to be driven on board and over the side of a seagoing barge. To do this ALE Lastra configured a seven-file-wide combination of SPMT with a total of 108 axle lines and 432 wheels (see *IC* August). After securing for sea the loaded barge was towed to Rozenburg on a 1252 nautical mile (2320 km) long sea journey.

## Work before arrival

While awaiting the arrival of the *Enchantment Of The Seas*, ALE Lastra's crews started preparing the next steps in the ship lengthening operation. While the new section was moored to the outside of Keppel Verolme's dry dock, ALE Lastra installed four hydraulic jack-legs on each side of the section with a total capacity of 3500 tonnes. Meanwhile, another crew prepared the special longitudinal skidding tracks on the dock floor to receive the ship's hull.

Once the *Enchantment Of The Seas* arrived at the yard a complicated step followed. Tugs assisted the cruise vessel in entering the dry dock and positioned it at one side of the dock at a predetermined location and over the longitudinal skid track on the dock floor. When the ship was in position and well secured, the tugs helped move





# pleasure

Once both the ship and the new section positioned in the dry dock the painstaking process of cutting the ship into two began



the barge-loaded section into the dock and next to the ship.

The section was positioned such that the rear was exactly in line with the predetermined cutting line of the ship. By lowering the eight jack-legs on to the dock floor the hydraulic lifting system could lift the section free from the barge. The tugs carefully manoeuvred the barge from underneath and out of the dock. Now the dry dock could be closed and the remaining water pumped out. During this process the position of the cruise ship was carefully monitored. Once the dock was dry, ALE Lastra started lowering the section from about 14 m to almost ground level. This step was followed by the installation of a series of 16 skid & jack shoes, equally divided over four skid tracks.

When the section finally rested on the skid & jack shoes the jack-legs were lifted free from the dock floor. Keppel Verolme crews then worked hard on cutting the ship apart. ALE Lastra also added additional skid tracks and supports underneath both

sides of the bow section to guarantee stability while it was skidded forward. Once the ship was separated the actual lengthening process could start.

The 10200 tonne bow section was moved forward by ALE Lastra's hydraulic skidding system until there was a 27 m gap in between the bow and rear sections of the ship. This gap enabled the crew to install the remaining skid track. After that the new mid-section was skidded in from the side. When in position it had to be accurately aligned with both sections of the ship and this meant moving the bow section backwards again.

When everything was positioned the welding work started to join all three parts together. With that finished, the lengthening project was completed in a new record time.

Adding 22.2 m to the *Enchantment Of The Seas* means it now measures 301.8 m. For Royal Caribbean, however, it means 151 new staterooms and a number of other new venues and amenities to give the ship new life.

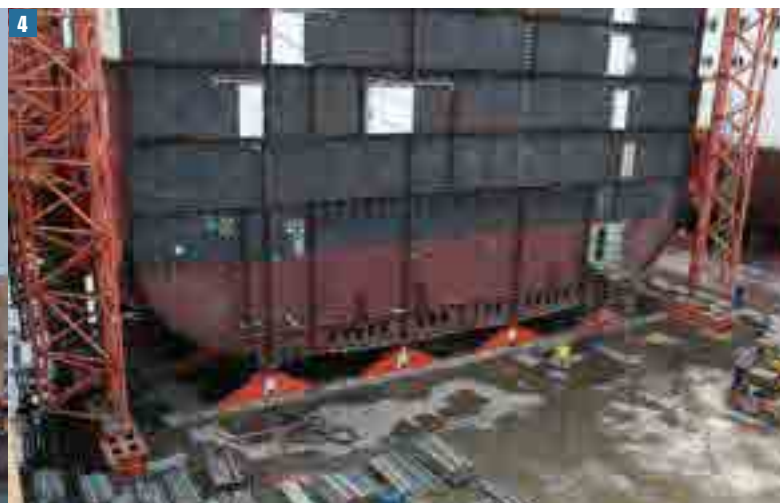


**1** While the dry dock awaited the arrival of the cruise ship the new mid-section was prepared for installation

**2** While final preparations were being made for the new mid-section to fit between the aft and bow sections, workers on the scaffolding outside and inside the ship separated the parts

**3** On its arrival at the Keppel Verolme yard in The Netherlands ALE Lastra attached four jack-legs to each side of the new mid-section

**4** The hydraulic jacking towers lowered the ship section on to a set of hydraulic skid & jack shoes, positioned on four rows with four shoes each





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# After the storm



**Hurricane Katrina's rampage through southern US states was the world's major news story last month. D.ANN SHIFFLER reports from the affected states where the recovery effort has already started**

**W**hile the 24-7 cable news coverage of the devastating hurricane that swirled through the Gulf Coast region last month was comprehensive, there are still some incredible stories specific to the crane and transport industry that are yet to be told. As floodwaters recede and the recovery effort unfolds, and previously unreachable areas of Alabama, Mississippi and Louisiana become accessible, the true damage assessments are coming to light.

In the early days after the disaster the focus of the industry was locating and accounting for the people who were affected. Within hours of the storm the local construction industry began communicating with each other, often via SMS messaging. From their headquarters in other parts of the country, major crane manufacturers worked to locate and offer help to their distributors and clients who operate in the Gulf Coast region.

The Louisiana Associated General Contractors reported that by September 16th, all of the regions' general contractors were up and running, many in temporary headquarters but still able to function.

"As soon as the hurricane hit, almost immediately we started communicating with our membership," says Derrell Cohoon, CEO of the Louisiana AGC. "Communications were gone but

interestingly we were able to communicate by e-mail and text messaging on our cell phones."

By mid-September Cohoon says they had identified the last of the firms that had been displaced and assured they all were able to work and respond to the contracts being let and get started on the work that needs to be done.

"Despite what you see in the national media, the construction industry is not on its back here," says Cohoon. "We are up and running to be able to participate in the clean up and rebuild the state."

Cohoon says his membership is worried about contractors from other states coming in to get the contracts that local companies need in order to stay viable.

Crane and transport industry manufacturers were also quick to respond to the needs of their distributor networks and customers located in the Gulf Coast region. "Our first goal was to find out the disposition of the people and make sure everyone was accounted for," says Larry Weyers, vice president of Crane Care for Manitowoc Crane Group. "Our approach was to put a team together to help out with what was needed at the two H&E Equipment branches in the heart of the storm area, one in Belle Chase and the other in Kenner, LA.

After getting confirmation that their people were safe and that the facilities were intact, Mr Weyers dispatched a Manitowoc product support team to help with logistics, specifically related to parts that were set to be shipped to the affected H&E branches. They set up an emergency response system to divert parts orders to other locations and to hold orders or drop ship orders directly to customers. Within a couple of weeks after the storm, Mr Weyers had his Crane Care team on the ground in Mississippi, Alabama and New



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Orleans, making customer visits to assess damaged machines.

One such report detailed the damage to dozens of Manitowoc cranes, including seven that were submerged in six to eight feet (1.8 – 2.4 m) of water and a "beached" crawler crane with its cab caved in and sheet metal crumpled. "We're trying to get a front-end handle on the condition of these machines and maybe make advance orders to the factory (for those that will need to be replaced)," says Mr Weyers.

Mr Weyers anticipates a rush on parts to repair as many of the damaged units as possible as well as a swell of orders. He is anticipating a need for cranes in every size and capacity in the region. Mr Cohoon with the AGC concurred. "The clean-up and demolition effort will suck up a lot of equipment," he says.

Kobelco Cranes has been working to supply units to its dealers and customers in the region. The company was set to deliver six crawler cranes to the region by late September, with two already secured to barges and working to repair railroad bridges.

Kobelco service manager Jose Longoria spent several days in Louisiana in September, and anticipates the region will become one of his main destinations over the next few months. "We have six other cranes on location down there," he says.

As he surveyed the damage in the Pearl River area near Slidell, Mr Longoria was overwhelmed by what he saw. "On the news, you see this concentration on New Orleans," he says. "But New Orleans (devastation) is nothing compared to the Slidell area. There's nothing out here. Wiped out. Yesterday, not too far from where we were working we found a body up in a tree."

Mr Longoria says that during his trip he heard tales of all kinds of damage to cranes and other construction equipment that had been working on projects in the region. "There is a contractor who was working on one of the bridges when the storm hit. He had two or three cranes that are now totally underwater, ruined," he says.

After assuring that employees of their distributors and branch offices were safe and accounted for, Pat Collins, product manager at Link-Belt, says that his company has been focusing on gearing up for anticipated need. "We've gotten requests for information for what's available right now and we've already shipped a couple of crawler cranes down to the South," he says. "We're pretty active



in the Mobile area. We are working on emergency availability for our distributors and their customers. Unfortunately, so much is backlogged and spoken for. We are going to shuffle the order board to find or shake loose any machines not retailed or sold."

Mr Collins says that he has heard about the widespread damage to cranes in the region, and knows of two large Link-Belt cranes that are still underwater. In addition, he says that many cranes in the region are operable, but that there is a shortage of operators. Labor shortages may also be a problem, as many of the displaced residents are in other states.

Mr Cohoon says the AGC's next task is to locate workers evacuated before the storm. "We are now in the process of locating our crafts workers that are scattered and evacuated all over the country," he says. "We're working to bring them home."

Many people in the construction industry are still "shell shocked" from their experience, according to many sources. Often dealer principals are working and living in their offices because their homes are inhabitable.

"There are still a lot of "walking wounded," says Larry Weyers.

In the coming weeks and months, the rebuilding of the Gulf Coast region will begin in earnest.

"Katrina will become a new market for the industry," says Link-Belt's Mr Collins. "It will all be very interesting to watch, to see what happens with the economy and what the recovery will require." ■



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**The marine environment can be tough on even the strongest structures as recent events in the Gulf of Mexico confirm. *IC* reports on the sector**

**T**hink offshore lifting and your first thought is likely to be of oil and gas drilling rigs and production facilities. Each has to have its own craneage capability to lift materials and consumables, and often people, from supply vessels to its decks, irrespective of the weather.

In the immediate aftermath of hurricanes Katrina and Rita, fears were expressed concerning the level of damage that might have resulted to the multitude of offshore oil and gas facilities that crowd the waters of the Gulf of Mexico. These fears of course suggested that there might be a considerable increase in the volume of work for floating cranes during remedial work.

However, according to most reports, the US offshore oil and gas industry appears to have escaped relatively lightly, especially when compared to the amount of onshore damage. Loss of life was avoided through evacuation of platform personnel.

The industry is generally tight-lipped about its activities but limited information is available. Of the 600 plus installations in the Gulf, current information indicates only some 20 installations have been totally destroyed, and other damage appears relatively minimal. For example, Chevron reports that its major Gulf of Mexico deepwater oil and gas production facilities — Genesis, Petronius and Typhoon — did not sustain any significant damage. Genesis and Typhoon have been restaffed, and are producing oil and gas. Petronius is ready to produce once it is safe to export production to its associated pipeline infrastructure, where the full extent of damage is still unknown. Aerial reconnaissance has indicated that the vast majority of Chevron's other oil and gas production facilities on the Gulf of Mexico Shelf were not significantly damaged.

# Lifting over



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Where cranes in the oil and gas industry are generally concerned, the main area of discussion appears to be refurbishment as against new purchase. As many platforms and rigs are now operating well beyond their original design lives, the cranes on board are naturally in the same position. However, the installation of a replacement new crane is governed by two factors. First, the downtime required for the removal of the old unit and installation of the new may be unacceptable, since without a lifting capability, goods, consumables and equipment cannot easily be taken onboard, with serious implications for production. Secondly, while at first glance purchasing a new unit may appear more cost-effective than refurbishing, when other costs are taken into account, such as crane barge rental, it actually may be cheaper to refurbish. Conoco-Philips, who operates a number of installations in both the UK and Norwegian sectors of the North



**Norwegian Maritime Equipments has won an order to supply 10 marine cranes to Polish shipyard ScZecin Ship repair yard Gryfia SA, worth € 0.5 million (US\$0.6 million). Described as combined knuckle and telescopic boom units, they have a lifting capacity of 1.3 tonnes (1.4 tons) at 10 m (33 feet) and 2.8 tonnes (3.1 tons) at 5 m (16.5 ft). Five of the cranes will be adaptable for grab operations. All 10 will be delivered with winches and continuous rotation and slew bearings.**

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# water

Sea, and around the globe, recently told *IC* that the cranes on 32 of its platforms in the North Sea have been upgraded over the last 18 months. Cost was the deciding factor in every case.

As a Conoco-Philips spokesman put it, there may be a good opportunity for manufacturers who could provide some form of self-erecting marine crane for oil and gas platform duties.

In general, the marine sector appears to have been relatively quiet when it comes to new models over the course of this year, if the silence from manufacturers is any judge. *IC* does understand that Liebherr is in the process of developing a new marine crane, information on which will be released in a few months, but no details are currently available. *IC* will report on the new unit in due course.

Pictured is a specially-adapted 250 tonne capacity Kobelco CKE2500 'Offshore Special', installed as an auxiliary crane on the Japanese-built DCV "Balder" (Deepwater Construction Vessel), co-engineered and operated by Heerema Marine Contractors and designed to provide installation services for deepwater field development of oil rigs, etc., DCV Balder is now playing an important role in dealing with the current hurricane crises in the Gulf of Mexico. Amongst the many custom modification specified to equip the crane and protect it in the harsh operating conditions at sea are: a special seven-layer marine paint protection, galvanised ropes, guy-cables and steel sheaves, an elevated cab (4 m above deck), a specially-designed 25 tonne capacity, 3 m (13 ft) short jib, and a hydraulic man-riding winch - and all with a triple emergency safety back-up power system. Other protective and maintenance measures include extended intervals using special hydraulic oil and carbon-fibre filters. This crane has proved extremely satisfactory in operation, and a second unit, to a similar specification, is currently being built for another deepwater construction vessel.



## Grove joins the US Navy

A Grove GMK 7550 all-terrain belonging to Ness Cranes recently temporarily joined the US navy when it was lifted onboard the aircraft carrier USS John C Stennis, to take down the ship's mast and install a new one. The onboard lift was carried out by a harbour crane, taking in to account the GMK 7550's centre of gravity and precise weight.

The mast removed by the GMK7550 in its first onboard lift weight 32,205 kg (70,800 lb) and stood 105 ft (32 m) tall, easily lifted by the 7550's 197 ft (60 m) maximum boom. The new mast, with ample room for all the antennae required by today's warships, weighs almost twice that amount, at 56,669 kg (125,000 lb) and is 116 ft (35 m) high.

**Lifting the Grove GMK7550 onto the USS Stennis – the most challenging aspect of the job**



Rayco-Wylie Systems can tailor the displays of its Rated Capacity Indicators to suit operator preferences. On a recent offshore job site in Africa, the crane operator first sketched the display layout he wanted to see. This was then faxed to Rayco-Wylie's factory, where it was programmed and then emailed back to the on-site technician who downloaded the program into the indicator. Even the size of the numerals in various places on the display was tailored to the operator's specification. The picture shows a screen designed by the operator himself to display information in the way he wanted.



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**Having the correct certification and other paperwork is all well and good but adhering to its content and meaning is another matter all together, writes TIM WATSON**

# Safe on paper

I sometimes wonder if we have all lost the point in striving to manage and carry out work safely. It appears that everyone puts their faith in the protective power of paper, both in terms of operator certification and lifting operation planning. All that is important is having the correct bit of paper without assessing or questioning its validity.

We seem to accept that as long as a crane driver or slinger has the right certificate no further enquiries need to be made about his experience or competence. Some employers seem to be quite happy to let anyone operate a large crane, making no more enquiry about their background and ability to operate it than a car rental company does of a car hirer.

There is a similar reliance on paper safety in the planning and carrying out of lifting operations. We are all familiar with major contractors' insistence on enormous method statements that detail every part of an operation and seem to be based on the principle of "quantity equals quality". In practice it often seems that there is a total discontinuity between what is written in the method statement and what happens on site. For example, most tower crane erection method statements say that before work is started the erection team will be briefed on the contents of the method statement and sign a statement indicating that they have read and understood the contents of what is often a 90 page document.

In practice there will often only be a brief chat by the erection supervisor as the erection crew

are putting their boots and overalls on. Again with tower crane erection there are frequently method statement requirements for exclusion zones to be set up and maintained by the site owner to protect people from falling objects during the erection process. In practice commercial and construction programme pressures often overrule this requirement and work goes on in the erection area much as usual.

## paper and practice

This discontinuity between paper and practice also goes on in other areas. How often have we all seen unsafe practices occurring on site that disregard the requirements of a comprehensive, multiple volume, Health and Safety Plan sitting in the manager's office. It seems as though throughout industry there is a "cover my backside" view of safety where all that's important is ensuring that there is a risk assessment, method statement or procedure for everything, hence the paper mountain, but no will to see that anyone adheres to the procedure in practice.

Why has this come about? I believe it is a result of the change from prescriptive regulations that effectively told employers what to do, what was allowed and what was not; to goal setting regulations where an employer has to work out, using risk assessment, what measures he needs to take to meet the goals set by the regulations.

Unfortunately some employers have not grasped the principles of risk assessment. Risk assessment

is basically looking at a task to be carried out and sorting out the high risks from the low risks. Once this has been done, method statements and briefing information can concentrate on the measures needed to reduce the high risks to an acceptable level, rather than a mass of information covering everything "just in case."

In the UK the construction industry's love of contractual documents, and the adversarial approach this engenders, also encourages accumulations of paper and perpetuates the view that "paper protects". Unfortunately this is not the case as health and safety law is very different from civil law, setting out very clear responsibilities and obligations for employers, which cannot be transferred to others.

To overcome this false reliance on mountains of paper to ensure safety, employers need to do three things: First, work out what are the real risks in any situation and concentrate on measures to reduce them to an acceptable level; second, physically assess what people's capabilities are and whether they are working safely; and third, to keep the size of method statements and procedures to a minimum, concentrating on the vital aspects of any task so that there is a chance that the information will be read, absorbed and passed on to the people carrying out the task.

The briefing on the essential outcomes of the job-specific method statement might then even be able to be printed on a postcard that could fit in the pocket.

**T**he term pedestrian operated tower crane (POTC) covers both top-slewing and self erecting tower cranes, the point of the definition being that the tower crane is driven by an operator standing on the ground rather than located in a cab at the top of the tower or mast. The POTC operator uses a remote control station, which may be linked to the crane by an umbilical cable, by radio or by an infrared link. The attraction of a POTC is that the operator may combine the roles of operator and slinger/signaller if the job-specific risk assessment indicates that it is safe to do so. There are, however, disadvantages to pedestrian operation:

- The crane operator could be at risk of tripping and falling if they are trying to move around the site over uneven ground while concentrating on controlling the crane
- The crane operator has no feel for the machine and could, under certain circumstances, be tempted to handle the machine more dangerously than if the crane was operated via a cabin control
- The operator does not have a bird's eye view of the job site, consequently it may be difficult to judge the distance and position of a load being lifted to height for slewing over an obstruction
- Wireless remote controls may lose signal contact between the remote station and the crane, resulting in an unexpected emergency stop, which may cause load swing.

Top slewing tower cranes are normally operated by professional operators whose sole task is to drive the crane. They are often employed by the crane owner who rents both the crane and operator to a contractor. These operators generally go through a lengthy training and experience programme. In British Columbia, Canada, for example, a Tower

## **TIM WATSON explains the operational requirements of pedestrian operated tower cranes**



crane operator trainee must complete a two year programme, including 3000 workplace hours of training before passing an examination to gain certification.

In the UK 70 hours of practical and theoretical training followed by an assessment test is required to gain an operator's card under the Construction Plant Competence Scheme. On the other hand POTCs, particularly self erectors, are often used on small sites and contractors often want to use one of their existing employees to operate them.

In the UK the tower crane supply industry has recognised that if incidents with these cranes are to be avoided it is essential that POTC operators are properly trained to a recognised standard. To this end, the industry has been working with the Construction Plant Competence Scheme to develop a specific skill card category (A63) for pedestrian operated tower cranes up to 36 m under the hook rated at up to 100 tonne-metres. The training syllabus requires the completion of a total of 42 hours training, normally over five days. The syllabus is split into three modules: Introduction to the Industry (3 hours); Site Safety Awareness (6 hours); and Pedestrian Operated Tower Crane (33 hours).

This last module is further split into sections: Identify the main components and functions of the crane; preparation to operate the crane; slinging of loads and signalling requirements; operating the crane; and carrying out operator inspection and maintenance.

At the end of the modules the candidate is required to pass an Operator Achievement Test to demonstrate that they can carry out the pre-use checks, put the crane into service, safely lift a number of loads over high structures and land the loads at a designated position, and finally put the crane out-of-service correctly.

The candidate also has to pass an Underpinning Knowledge Assessment to demonstrate that he has absorbed the knowledge required to enable him to operate the crane safely.

Once the POTC operator has achieved the A63 category he will have the basic skill to operate a pedestrian operated tower crane. He will, however, only be familiar with the make and model of POTC his training was carried out on. It is vital that this basic skill is extended by experience and that he is familiarised with each new model of POTC he is required to operate. ■

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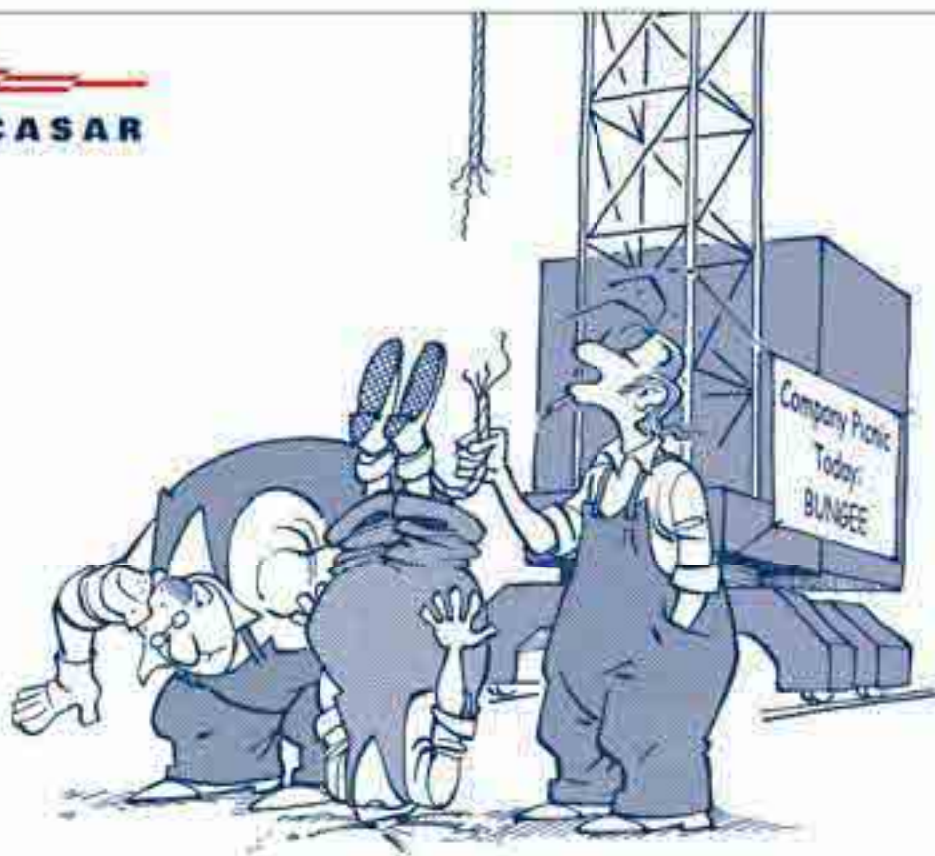


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# Piggy-back ride

**After a successful return to space, the Space Shuttle *Discovery* safely returned to Earth – 3,000 miles from its Kennedy Space Center launch site. With the exception of weather-related and technical delays, the operation to transport the 104 tonne spacecraft back to Florida from California was seamless.**

**E**ven though it was the 50th time a shuttle had been prepared, lifted and secured atop a Boeing 747 aircraft and then ferried across the US, the task is still complicated. NASA prefers to land the shuttle where it is launched – in Florida – mainly because of the expense of getting the craft home; the hoist and haul operation cost close to \$1 million.

The shuttle's journey back to Florida began about a week after it landed, according to Casey Wood, post landing test conductor. The most time-consuming operation was draining and purging the fuels and chemicals from the shuttle and readying it for the homeward flight.

A heavy thunderstorm Monday evening forced technicians to temporarily suspend work on fastening the aerodynamic tailcone over *Discovery*'s main engine nozzles. Then technicians encountered some difficulty in obtaining precise alignment of the 4.5 tonne tailcone with the shuttle, preventing the tailcone from being bolted in place. The tailcone is required to reduce aerodynamic drag and smooth out the airflow over the Shuttle orbiter during the ferry flight.

Once the tailcone was in place and securely fastened, all that remained in ferry flight preparations was the actual mounting of *Discovery* atop the modified 747. The three attach points on the 747's fuselage fit into the ball joint receptacles on the Shuttle orbiter that are also used for attachment of the Shuttle's external fuel tank during pre-launch operations..

Lifting and placing the craft atop the aircraft took about 18 hours and involved around 35 people and the specially designed Shuttle Mate/Demate Device (MDD). The MDD at NASA's Dryden Flight Research Center in Edwards, CA is a large gantry structure used in post-landing servicing and in securing the shuttle atop the Boeing 747 Shuttle Carrier.

With the 747 in place *Discovery* is slowly lowered into position for its 3,000 mile piggy-back home



Photo: Carla Thomas/NASA



Photo: Tony Landis/NASA

**The Mate/Demate Device (MDD) is used in post-landing servicing operations and to place the shuttle atop the Boeing 747 Shuttle Carrier aircraft**

last used in 2002. The actual mating of *Discovery* with the 747 took around 10 hours

The MDD gantry is two 30 m (100 foot) towers with work platforms every 6 m (20 feet), from 6m to 24 m (20 to 80) feet on each tower, and a horizontal structure mounted at the 24 m (80 foot) level between the two towers. The horizontal unit cantilevers 21 m (70 feet) out from the main towers and guides a lift beam system that attaches to the shuttle at four points. Three hoists are used to raise and lower the lifting beam. Two of the hoists are connected to the aft portion of the beam with the other attached to the forward section. Each hoist

has a lifting capacity of 90 tonnes (99 tons) and all three operate simultaneously.

During the *Discovery* turnaround operation in August, an access platform was positioned on each side of the shuttle after it was towed into the MDD. The platforms are normally stored at the 18 m (60 foot) level when out of use and lowered during servicing.

Once the shuttle was ready for mating with the 747, the lifting beam was attached to the three hoists. The hoists then slowly lifted *Discovery* about 60 feet off the ground.

The 747 was rolled in under the shuttle, before being secured to the plane. "The aft is secured with the same technology that is used to connect the shuttle to the external fuel tank, except there are no pyrotechnical bolts," said Wood. After securing the shuttle the hoists and lifting gear were detached and the two mated aircraft were towed out of the MDD.

## The crane alternative

Had the shuttle landed in White Sands, NM, the shuttle would have been placed atop the 747 using the lifting sling and two conventional cranes.

"We did that one time, for STS-3," Wood explains. "We were prepared for that if it had landed there this time. We actually have mated shuttles that way several times, when we took it to Paris for the World's Fair and other times it has been on display. The same sling is used. The difference is lifting with cranes rather than using the hoists."

Once the shuttle got back to Florida the two mated planes were "demated" in a similar MDD at the Johnson Space Center. "We just reversed the process," concluded Wood.

With a parallel groove drum, outer layers of rope sit smoothly in the grooves formed by the layer underneath

**Winch drum selection can have a significant impact on the behaviour and lifespan of wire rope, says CRIS SEIDENATHER, managing director of Lebus International in Germany**



# The choice of drum



**Parallel grooving on a winch drum...**



**...ensures smooth spooling for multi-layer applications**

**M**ost crane manufacturers have moved over from using smooth winch drums to ones with some kind of grooving. The benefit of the grooves is that they help the rope to wind smoothly and sit on the previous wrap rather than neatly alongside it. Untidy spooling is not merely a matter of aesthetics – the rope can get caught, crushed and otherwise damaged – and rope renewal is a costly business.

A helical (spiral) groove on the winch drum, similar to the thread of a screw, can be used to guide the rope to sit neatly and avoid the risk of damage. A problem with the geometry of this grooving, however, is that when the rope reaches the end of the drum – neatly covering the whole drum in a single layer – the subsequent layers of rope are not guided to travel back along the drum so neatly and will naturally sit across the layer beneath. An end-filler bar can solve this problem but, in general, helical grooving is not really appropriate for applications where there are more than two layers of rope on the drum.

A solution to this age-old problem was designed in the 1950s by Frank LeBus, an American supplier of oilfield equipment. In 1937 LeBus patented the

use of a groove bar to guide the spooling of rope on hoist drums and later refined this to become what he called the LeBus Counterbalanced Spooling System. What makes the geometry of this system distinctive is that the grooves are parallel to the flanges (edges) of the drum, except for two crossover sections.

This means that instead of having the second layer of rope lying across the first layer, it mostly nestles into the groove pattern created by the layer beneath. Cross winding is reduced to approximately 20% of the circumference of the drum, and 80% remains parallel to the flanges in the inner layer rope groove.

Parallel grooving evenly distributes the load between the individual layers and has been shown to increase substantially – test have shown by more than 500% – the life of the wire rope. Reduction of rope damage also has the benefits of improved safety and reduced downtime.

## **In the name**

Parallel groove drums are often incorrectly generically called Lebus drums and the grooving geometry called Lebus grooving. This is incorrect, since Lebus International, now owned by Frank's





**Welding or bolting a grooved sleeve onto a smooth drum can be a cost-effective alternative to total drum replacement**



grandson Charles, still exists today, producing winch drums and related spooling equipment. Headquarters are in Longview, Texas and it has sister companies in Germany, the UK and Japan. It still produces the equipment with which its name has become synonymous, but other companies also manufacture their own parallel grooved drums. To call these Lebus (or even lebus) drums is like calling all crawler tracks "caterpillar" tracks.

The downside of parallel grooving is that, since it is more sophisticated, it is more expensive than helical grooving, although the cost can easily be repaid in wire rope savings. It also requires certain operating conditions. One of the most important of these is that the fleet angle – the angle between the rope coming off the drum and the point it meets the first fixed sheave – should generally never be any more than 1.5 degrees and no less than 0.5 degrees, as a rule of thumb, although opinions do vary slightly (by a quarter of a degree here and there) and it can depend on the load, the wire rope construction and the hoist speed. Using these fleet angle guidelines means that for every 10 m that the drum is distanced from the sheave, the rope's distance from the midpoint of the drum should never be more than 260 mm (520 mm between the flanges).

With helical grooved drums, the fleet angle can be up to 3 degrees, since the grooving is already at an angle to the flange, but only if the rope is wrapped in a single layer. If there is a second layer with such a large fleet angle, the rope would cut across too much and leave gaps. This damages the rope.

However, fleet angle compensator devices are available for applications that do not meet the necessary parameters but do require smooth multi-layer spooling.

**Parallel grooving evenly distributes the load between the individual layers and has been shown to increase substantially – tests have shown by more than 500% – the life of the wire rope.**

In any multi-layer spooling application it is important that when the rope is first installed on the drum, it is done so under tension to avoid any slack on inner layers that can be crushed or nicked against the groove walls by outer layers.

Generally, the tighter the line, the better the spooling. Lebus, for example, recommends that the rope should be tensioned with at least 2% of the breaking load or 10% of the working load, although provision must also be made for the safety coefficient and the design of the cable. It is never a bad idea to seek specialist advice.

Parallel grooved drums are designed and produced specifically to meet the application for which they are to be used, with the groove pattern designed to meet the rope length, diameter and construction type. In special applications a cost-effective solution is often to start with a smooth drum and have a sleeve made with parallel grooves machined into it. The sleeve is then cut laterally into two pieces and bolted or welded onto the smooth drum. If in the future a different type or size of rope is used, the sleeve can be taken off and replaced with a new one designed for the new application. ■



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# Inside safety

**The cranes that manufacturers build today are very safe – we the crane owners have to look inside our own companies when we want to improve crane safety, writes SØREN JANSEN, managing director of Danish crane rental company BMS, the largest mobile crane renter in Scandinavia**

**“basically we do not need new or different safety systems, we just need to make sure that we are not disabling the one we already have.”**

**i** IC welcomes comments from readers on this article. Please direct all correspondence to: The editor, *International Cranes and Specialized Transport*, KHL Group, Southfields, Southview Road, Wadhurst, East Sussex TN5 6TP, United Kingdom. e-mail: alex.dahm@khl.com  
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**T**o try and prevent crane accidents it is necessary to analyse and understand why they happen. Once you understand the causes you can develop programmes to prevent future accidents. Based on my years of experience in the crane industry I have yet to see a crane fail or tip over for any reason other than human error when properly operated, maintained and serviced according to the manufacturer's written instructions.

I have also observed that more than 90% of all crane accidents occur while doing routine work and not during the large more complicated jobs where a lot of resources have been employed, in planning and performing the work.

Most crane accidents will fall into one of the following three categories:

- accidents where the crane tips over due to insufficient or unsafe ground conditions
- disabling part of, or the entire, crane safety system
- improper rigging practice, insufficient or incorrect rigging equipment.

The only way to deal with insufficient or unsafe ground bearing capabilities is to always, and without fail, employ additional supporting plates under the

crane's outriggers. These plates can be made of, for example, steel or aluminium. No crane should ever be set up on any surface without using these additional supporting plates. It makes no difference whether it is a concrete surface, a paved road or firm consolidated soil. The additional supporting plates in various sizes should always be used.

One must always inquire into and investigate the ground bearing capabilities at the site where the crane is to be erected and where it will work. This will help decide the size and other features of the additional supporting plates to be used. Always pay particular attention to the possible presence of underground piping, tunnels, cellars, sewer systems, garages and similar features. We have, for internal use only [at BMS] and, strictly based on ground conditions found in Denmark, developed a table that our crane and truck mounted lift operators can use, when in doubt.

Disabling crane safety systems other than during erection or disassembly of the crane should never be done. Tampering with a crane's safety system happens when:

- the crane assigned for the job was too small from the beginning
- the actual load is heavier than indicated in the original information from the customer
- the operator does not move the crane close enough to the load, for any number of reasons.

Crane owners must have policies and procedures in place supporting their crane operators should they encounter a situation where they cannot complete a job without disabling part of or all of the cranes safety systems. In most cases the only proper solution is to stop the work and employ a bigger crane. This also applies in the situations where the crane owner has to cover the additional costs associated with exchanging the crane for a larger one. Crane owners also need to sanction operators who disable part of, or the entire, crane safety system.

Based on my experience crane safety systems in use today are adequate to protect proper crane function. So basically we do not need new or different safety systems, we just need to make sure that we are not disabling the one we already have.

No crane should ever be employed and operated without the assistance of a certified rigger. Crane owners should never accept uncertified people provided by their customers to perform this critical work. Crane owners should press for legislation or industry regulation in their respective countries requiring the use of certified riggers in all crane operations.

If we in the crane industry can get the above items under control we can greatly reduce the time we spend on safety issues, needless accidents, potential injuries and high insurance costs.

**Guidelines for additional outrigger plates depending on ground conditions. Note that these figures are applicable to Denmark only.**

Additional outrigger plates	65x85 cm	80x80 cm	90x90 cm	1100 cm	100x100 cm	120 cm	130x130 cm	150x150 cm	150x200 cm	200x200 cm	200x250 cm	200x400 cm
Soil types												
Heavy duty industrial floor	40t	35t	31t	31t	29t	74t	98t	121t	154t	207t	280t	487t
Light duty industrial floor	24t	20t	18t	18t	17t	43t	51t	77t	104t	151t	201t	328t
Heavy duty place												
Sand	80t	70t	60t	60t	101t	110t	131t	166t	230t	304t	403t	814t
Clay	54t	47t	40t	40t	65t	92t	106t	142t	167t	213t	284t	367t
Light duty place												
Sand	38t	30t	22t	22t	51t	57t	70t	105t	135t	167t	251t	402t
Clay	35t	28t	21t	21t	40t	48t	58t	109t	130t	171t	211t	302t
Soil, clay												
weak	5.0t	4.0t	3.0t	3.0t	14t	16t	20t	31t	40t	58t	68t	104t
medium	12t	10t	8t	8t	28t	31t	40t	63t	81t	111t	135t	207t
firm	22t	18t	14t	14t	52t	59t	75t	118t	151t	209t	254t	389t
Soil, sand												
weak	1.4t	1.0t	0.8t	0.8t	5.1t	6.0t	8.0t	17t	27t	41t	58t	108t
medium	1.9t	1.4t	1.0t	1.0t	7.0t	8.3t	12t	24t	37t	56t	79t	149t
firm	2.7t	2.0t	1.4t	1.4t	9.7t	12t	17t	39t	51t	78t	110t	208t
200mm base course on soil												
medium sand	12t	10t	8t	8t	32t	36t	45t	72t	100t	136t	164t	300t
medium clay	12t	10t	8t	8t	42t	49t	68t	94t	120t	163t	188t	274t



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# COMMENT

Joel M Dandrea

## Watching Japan and China

**F**or several years now China's economy has captured the attention of the world's business and political leaders. Spectacular annual growth rates of gross domestic product in excess of 8% simply could not be ignored. There has been considerable handwringing about what the strengthening of the Chinese economy means for the rest of the world:

- Will China's manufacturing buildup result in serious overcapacity that could drive down prices in a number of industries such as semiconductors, steel and autos?
- How much strain will a prosperous China put on the world's oil reserves?
- Will other countries run into insurmountable obstacles when trying to sell to the Chinese?

As we approach 2006 our industry has even more reason to focus on China. Next year, both ConExpo Asia, (15 – 18 May in Beijing), and Bauma China, (21 – 24 November in Shanghai), will present many of our members with ideal opportunities to present their equipment, products and services to the thriving construction industry in China – and throughout Asia.

While developments in China will continue to merit scrutiny, we should also begin paying closer attention to Japan. After all, Japan still has the second largest market economy in the world, behind only the United States. Japan's \$4.5 trillion gross domestic product (at the current exchange rate) remains nearly three times larger than China's.

On 11 September, Japanese Prime Minister Junichiro Koizumi's ruling Liberal Democratic Party won a landslide victory in a general election. The results are generally seen as a remarkable mandate for him to enact a new stage of economic reforms.

The day after the elections, the Cabinet Office in Tokyo announced that Japan's economy grew at 3.3% in the second quarter – triple the initial estimate. Spending by businesses jumped 3.6% from the 2.2% initially estimated. As a further vote of confidence in Koizumi's economic policy, Japanese stocks also jumped immediately following the election. The Nikkei 225 stock average bumped up 1.6% to 12,896.43 at the close the following day, the highest since June 2001. Ten year bond yield added 2.5 basis points to 1.365%.

Since first coming to power in April 2001, Koizumi seemed to embrace the sports adage "no pain, no gain" as his philosophy for managing his nation's economy. He started by reforming the banking system, reducing non-performing loans that had been propping up large, insolvent "zombie" companies while keeping credit away from new entrepreneurial businesses.

In the recent election, Koizumi was able to focus the public debate largely on the postal service as a symbol of his intentions to continue to shake up the economy. In Japan, the postal service also runs insurance and savings businesses with a bloated workforce of 380,000. Essentially, it has long been the world's largest public bank. Postal savings deposits traditionally have been used to fund public works projects, many of which finance pork-barrel projects of questionable economic value. Postmasters – who have a job that is often passed from father to son – have often served as unofficial campaign aides on election day.

Now, Koizumi plans to privatise this system, which often benefited old guard members of his own party. He also wants to split it into separate pieces for mail, banking, insurance and property management. In the process, he has purged his party of hardliners who opposed his reform campaign. The massive size of his victory makes passage of his package now seem likely.

With Japan and China simultaneously flexing their economic muscles, the rest of the world increasingly can be expected to keep an eye on both nations at all times. A few days before the Japanese elections, China dispatched five warships near contested natural gas fields in the East China Sea for the first time. Despite Japan's objections, China plans to soon begin tapping gas in the area. In response, Japan announced its Self-Defense Forces would conduct their own exercises in international waters to send "a message to Beijing."

Other analysts think Japan can ultimately have a positive influence over China by serving as an example of the benefits of economic reform. Outside China, many are cheering for Japan to continue to become a stronger ally on the world stage through economic and political reforms.

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# Help to learn

In the early years of the program, the Foundation allocated the scholarships to specific universities, which would distribute them as they saw fit. Today, the one-year scholarships are looked upon as an SC&RA member benefit, restricted to children, grandchildren, stepchildren and spouses of the Association's member company employees. Scholarship winners may reapply.

Applications for the SC&R Foundation's 2006 – 2007 scholarship program are now being accepted from any of the 46 nations in which SC&RA has member companies. All applications must be completed in English. There are no application fees.

Last year, the Foundation awarded seven \$3000 scholarships to students attending four-year colleges or universities. Similar funding levels are anticipated for 2006 – 2007.

Scholarships amounting to \$1500 each will also be

available for individuals attending technical colleges or trade schools. Applicants planning to go to such institutions will be strongly considered because they are most likely to enter the industry.

SC&RA members are encouraged to offer a company "match" if a scholarship winner is selected from their company.

- Applications can be downloaded at: [www.scranet.org/foundation](http://www.scranet.org/foundation)
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- The deadline for applications is 31 January 2006. Scholarship winners will be announced at the SC&RA Annual Conference, 26 – 29 April 2006.



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**Year after year, the Scholarship Selection Committee of the SC&R Foundation identifies outstanding students to receive the scholarships. What does it take to win an SC&R Foundation Scholarship? A look at the 2005 – 2006 recipients gives an idea of the calibre of the scholars selected by the Foundation**



**ANDREW ARNETT** is a sophomore majoring in business management at the University of Dayton, Ohio. His father, James Arnett, owns Orbit Movers and Erectors in Dayton.

"Andrew's current GPA is around 3.9, which is especially commendable considering his enrollment in 19 credit hours," noted his advisor, Department Of Management Professor Tracy Miller. "As a Leadership major, Andrew aspires to follow in this father's footsteps and become an integral part of his family's business and the Dayton community."

**GEORGE BACON** is a junior majoring in mechanical engineering at Seattle University, Washington. His father, David Bacon, is a shipping clerk at Coast Crane Company in Seattle.

"In addition to being a very bright young man, George has a work ethic rarely seen in one his age," said mathematics Professor John Toutonghi. "His attention to detail is excellent, and he shows great pride in his work. It was

pleasure to have George as a student, and I wish more students emulated his qualities."



**JEREL FIELDS, II** is a sophomore majoring in civil engineering at Rose-Hulman Institute of Technology, Terre Haute, Indiana. His father, David Fields, is president of Western Crane Service, Bowling Green, Kentucky. Fields, who has grown up in the industry, also received the SC&R Foundation scholarship last year.

"I have known many young men through the years at Rose-Hulman, and J. David Fields would have to be at the top of that list," wrote Timothy Harlan, advisor to Phi Gamma Delta, Fields' fraternity. "His focus, personality and academic dedication will carry him far."



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## SCHOLARSHIP



**JOEL GILMET** is a sophomore majoring in mechanical engineering at the University of California, Riverside, California. His father, Justin Gilmet, was a sales representative with Bragg Crane Service, Long Beach, California but has since left the company. Gilmet is a repeat winner of the SC&R Foundation scholarship.

As an intern with Bragg during the summer of 2004, "Joel served in many different capacities and was up to every challenge he faced," said general manager Chris Bragg. "He was able to learn about many of our transportation systems and was regarded by many of the drivers he worked with as an asset to them on every job."



**JACOB HARBERTS** is a senior pursuing a double major in finance and economics at the University of Wisconsin-LaCrosse. His father, Paul Harberts, is vice president of operations at Midwest Specialized Transportation, Rochester, Minnesota.

"Having served on many college of business and university scholarship committees, I feel that I have enough experience to recognize those who will not only earn a degree, but who will also become leaders and outstanding alumni," said finance department Professor Dianne Morrison. "At this point, I would put Jake in that category."



**NICHOLAS LEFEBRE** recently graduated from Iowa Western Community College, Council Bluffs, Iowa, and has entered the University of Nebraska, Omaha, Nebraska, as a junior majoring in civil engineering technology. His father, Lyle Lefebvre, is a crane operator for American Crane and Rigging, Omaha. From August 2000 to December 2003, Nicholas Lefebvre operated cranes, excavators and other equipment, while assisting with all phases of bridge construction for his father's

now defunct company, LIL Construction.

"Nick is currently a student in my surveying and construction classes," wrote Professor Michael Sizer. "He shows high standards, strives for quality in all of his assignments and projects, participates readily in class and interacts well with other students. He is emerging as the leader among students in our program."



Winner of three consecutive SC&R Foundation scholarships, **JASON McDONALD** is a junior majoring in mechanical engineering technology at Purdue University, West Lafayette, Indiana. His father, Timothy McDonald, has worked as a crane operator for Sterett Crane & Rigging in Owensboro, Kentucky for more than 25 years.

Jason McDonald has worked for Sterett Crane & Rigging part time in the summer and during winter breaks for the past four years. "Jason exhibits many of the same characteristics that have made his father a successful individual and team member," said president William Sterett III. "He has demonstrated dependability, team work and a desire to learn the business."

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## Stick up choice

Penny and Giles has extended its JC2000 joystick range by launching models in new output voltage ranges. Operating from a 5 Vdc regulated supply, the JC200X and JC2000XY versions can now be supplied with 0.5 to 4.5 Vdc, 1 to 4 Vdc and 1.1 to 3.9 Vdc output voltage spans.

The JC2000 controllers use non-contact hall-effect technology and are designed for precision fingertip control applications.

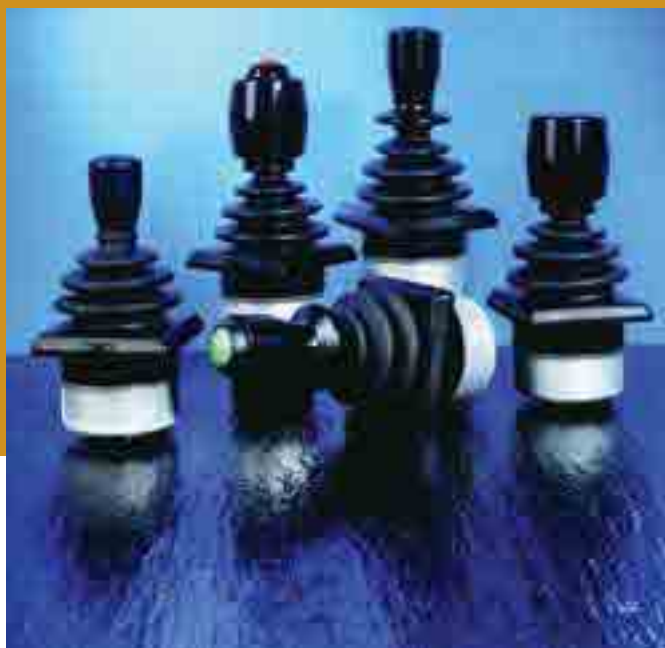
## Outdoor testing

Complying with the requirements of IEC 61010 for electrical safety, the MIT300 range of insulation and continuity testers are claimed



to offer all the facilities needed to meet insulation-testing requirements of the current Institution of Electrical Engineers (IEE) Wiring Regulations. Rated to CatIV 300V, in addition to the existing CatIII 600V, the new rating is a guide to the Megger instrument's suitability for engineers working outdoors, either on overhead or underground low voltage supplies.

The range includes five models with features that include: automatic discharge of the circuit after testing; audible and visual warning if the test probes are applied to a live circuit; and a test inhibit feature which operates automatically under live circuit conditions.



## Interference-free RC

For interruption-free operation of radio control systems, HBC radiomatic has introduced its radiomatic AFM (automatic frequency management) system. If the frequency currently used by the HBC system is also used by another radio system, the frequency is changed within a second, and operation can continue without delay, HBC says. The system allows practically any number of HBC radio control units to be used without causing mutual interference. The HBC feedback mode (RM) is now said to offer twice the transmission capacity compared with previous systems. The radiomatic AFM is compatible with the 735 Spectrum and 770 Spectrum radio systems.



## Cantilevered special



A Goliath crane installed at Heiton Steels in Ireland by UK's Street Crane Company, has a specially constructed cantilever. Spanning 21.2 m between the rails, the main beam is offset from the support frames and has a cantilevered hoist to keep loads clear of the support legs.

The main beam projects 5 and 7 m beyond the track edge, for unimpeded loading and unloading of trucks on either side. The design also enables the area between the tracks to be used for storage because there is no need for access roadways. The single girder crane has an 8 tonne safe working load and a 9 m lift height.

The crane is used to handle steel beams and shares the stockyard with an overhead travelling crane. As the paths of these cross, an anti-collision system has been installed that recognises when either crane enters the critical area and prevents the other crane from entering this zone.

Motions are radio controlled and there are built-in audible alarms. Maximum travel speed is 80 m/min in long travel, 30 m/min in cross travel and hoisting speed is up to 8 m/min. The crane has Street's VX4 twin-scrolling open-barrel hoist.



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# Picture of the month



Teri Bartlett, president of Bill's Mobile Crane Service, Inc in North Carolina, USA, sent in October's picture, or rather pictures, of the month. Her company was contracted to transport a statue of a soldier at Fort Bragg, Fayetteville, known locally as 'Iron Mike'. The 4.5 m (15 foot) statue has been a local landmark since 1960, when it stood guard at the entrance to the military base, which is home to the famous XVIII Airborne Corps. Mike was modelled on a paratrooper who served in the regiment, weighs just over 3 tonnes and is dressed in WWII Airborne uniform.



 Send your best photographs to: *IC&ST* Photo Contest, KHL Group, Southfields, Southview Road, Wadhurst, East Sussex TN5 6TP, UK or by e-mail to: alex.dahm@khl.com. The contest is open to all readers of *International Cranes and Specialized Transport* and is judged by the editor, the art director and the art manager who are looking for the most dramatic crane photograph of the month. These should be submitted as prints, slides or high resolution jpeg or tiff digital files together with a caption showing: the month and year taken, the place, the type of crane, the owner, the project etc. We cannot guarantee to return photographs submitted but will endeavour to do so. Each winner receives a winner's certificate. So, send us your photos as often as possible.

## CRANE PEOPLE

United Rentals, Inc. has appointed **Martin Welch** as interim chief financial officer. Welch has spent more than three decades in financial management for public and private companies. Wayland Hicks, United's chief executive officer, said, "The appointment of Marty Welch as interim CFO provides our company with strong financial leadership. He will play a crucial role in our organization as we continue to work expeditiously to complete our financial statements for 2004 and the first half of 2005. His proven track record as an effective executive with extensive financial experience will allow him to contribute immediately."

Welch will serve in this interim capacity while the company proceeds to fill the position left vacant by the termination of president and chief financial officer John Milne in August. Welch most recently served as director and business advisor to the private equity firm, York Management Services.

Cattron Group International has appointed **Joseph Trotter** vice



president of quality. Trotter joins the company with more than 20 years of quality management experience in developing, implementing and tracking production. In his new position, he will be responsible for Cattron Group's global quality control. He will report directly to John Paul, president and CEO of Cattron Group International.

Paul commented, "Our ISO 9000: 2000 system establishes a base line for quality. We've created the vice president of quality position to take

us to the next level, ensuring that we always provide the level of product integrity the global marketplace demands."

UK-based Lifting Solutions has appointed **Mark Stephens** (pictured left) to the new position of sales and marketing manager. Jonathan Moorhouse, managing director of Lifting Solutions, said, "This new role is pivotal to the future growth and success of the business, and it is already clear that we have got the right man. We're delighted with the start that Mark has made and wish him well for what we hope is a long and prosperous career at Lifting Solutions."

The UK Health & Safety Executive (HSE) has appointed **Stephen Williams** as chief inspector of construction, for the district of London and he will take up post on a date to be decided. Williams moves from his post as head of railway policy.

Please send details of personnel news (appointments, promotions, etc.) to the editor on e-mail: alex.dahm@khl.com or fax: +44 (0)1892 786257

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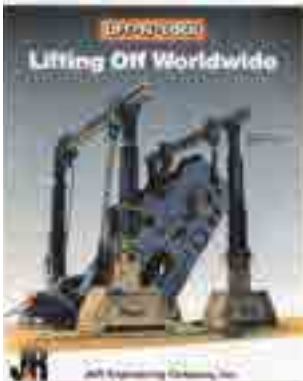


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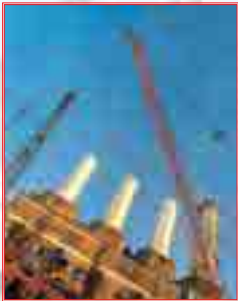
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REF. NR.	MANUFACTURER	TYPE	YOM	MAINBOOM	JIB	CAP	REMARKS
531	Samsung	CX 520P	1997	52 Mtr	9 Mtr	50	2 more units available
410	Kobelco	7065	1991	42 Mtr	15.18 Mtr	65	1 more unit available, 1 jib for the 2 Kobelco 7065 cranes
467	Krupp	KMK 5090	1992	41 Mtr	16 Mtr	90	€ 175.000,-
470	Krupp	KMK 6200	1991	52.8 Mtr	38 Mtr	200	
690	Kroll	K-10000	1988	-	-	240	World Largest Towercrane
838	Manitowoc	M 4100 W S2 (Ringer)	1980	-	-	300	3 x M 4100 Ringer + selfpropelled Portal
515	Demag	CC 2400	1986	90 Mtr	36 Mtr	450	Including superlift attachment
697	Demag	CC 4000	1984	84 Mtr SSL		500	
26009	Demag	CC 3800	1992	84 Mtr	84 Mtr	600	Including superlift attachment
1051	Liebherr	LR 1800	1994	91Mtr / 105 Mtr	91 Mtr	800	Including Superlift + Tray+ Carrier, Superlift 42 Mtr
593	Krupp	KR 11000-3	1993	105 Mtr	75/89 Mtr	1000	Complete overhauled, including superlift attachment
20999	Gottwald	RG 912	1988	93 Mtr	-	1000	Complete overhauled, including superlift attachment
435	Demag	CC 4800-2	1988	66 Mtr	78 Mtr	1000	Including superlift attachment

### Contact persons

Jan van Seumeren Jr. / Miranda Verhoef  
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• Liebherr LTM-1000	ZF Transmission AWQ-200	2 Nos.
• Gottwald AMK-150	Allison Transmission CLBT-754	2 Nos.
• Liebherr LTM-1100	Allison Transmission CLBT-754	2 Nos.
• Mercedes-1000W	Torque Converter Twin Disc	2 Nos.
• Liebherr LG-1200	12V71 Detroit Diesel Engine	1 No.
• Demag CC-2000	Crawler Pad	20 Nos.
• Terex - Devo - KHD-12-41TF (KHD-10L-41TF)		2 Nos.
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LTM-1000, LTM-1000, LTM-1000, LTM-1000, LTM-1000, LTM-1000,  
Gottwald Cranes: AMK-150, AMK-150, AMK-150, AMK-150, AMK-150,  
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- 25 t Krupp 25 GMT-AT, 1986
- 25 t P + H Omega S 25, 1988
- 30 t Tadano Faun RTF 30-2, 1992
- 35 t Liebherr LTM 1035-3, 1988
- 35/40 t Liebherr LTM 1030-2, 1999
- 35 t PPM TEREX ATT 380, 1986
- 40 t Liebherr LTM 1040-3, 1990
- 40 t Tadano Faun RTF 40-3, 1994
- 45 t Krupp KMK 3045, 1991
- 50 t TEREX DEMAG AC 155, 1996
- 50 t Liebherr LTM 1050, 1989 + 1991
- 50 t PPM TEREX ATT 590, 1996/1997
- 60/65 t Liebherr LTM 1060, 1989/1990
- 60 t Tadano Faun ATF 60-4, 2000
- 80/90 t TEREX DEMAG AC 205, 1995/1996
- 160/180 t Liebherr LTM 1160-1, 1992
- 250/300 t Liebherr LTM 1250/1, 2002

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KRUPP KMK 4070, 70 to., 1990	GROVE GMK 3050, 50 to., 2002
GROVE GMK 4075, 75 to., 2001	GROVE GMK 5100, 100 to., 2001
GROVE GMK 6250, 250 to., 1999	Liebherr LTM 1030, 30 to., 1996
Liebherr LTM 1040, 40 to., 1994, 2000	Liebherr LTM 1060, 60 to., 1999
Liebherr LTM 1070, 70 to., 1989, 91	Liebherr LTM 1090, 90 to., 1997, 98, 99
Liebherr LTM 1160, 160 to., 1987, 2000	Liebherr LTM 1250, 250 to., 2002
Liebherr LTM 1500, 500 to., 2000	Liebherr LTM 1800, 800 to., 1997
Liebherr LR 1160; 160 to., 2000	Liebherr LR 1400, 400 to., 2002
Liebherr LR 1600-1, 600 to., 2001	Liebherr LG 1550, 500 to., 1996
PPM ATT 280, 25 to., 1988	PPM ATT 340, 30 to., 1995
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### STOCKLIST

#### Telescopic AT-Cranes

capacity	manufacturer	type	year	drive/steering	boom/jib(m)	delivery
160 t	Liebherr	LTM 1160	1987	12 x 8 x 8	45 / 49	direct
125 t	Liebherr	LTM 1125	1986	12 x 8 x 8	45 / 35	direct
100 t	Liebherr	LTM 1100	1986	10 x 6 x 8	42 / 18	direct
70 t	Faun	ATF 70/4	1997	only upper	40,5	direct
55 t	Krupp	KMK 4055	1989	8 x 6 x 8	35 / 16	direct
50 t	Faun	ATF 50-3	1998	6 x 6 x 6	38,6 / 16	direct
50 t	Grove	GMK 3050	1996	6 x 6 x 6	38,10	direct
50 t	Demag	AC 155	1995	6 x 6 x 6	40 / 17	September
50 t	Demag	AC 155	1994	6 x 6 x 6	40 / 17	direct
35 t	PPM	400/3 ATT	2001	4 x 4 x 4	30 / 9	October
30 t	PPM	340 ATT	1994	4 x 4 x 4	30,4 / 8	direct
25 t	PPM	280 ATT	1986	4 x 4 x 4	27 / 7,5	direct
25 t	Liebherr	LTM 1025	1990	4 x 4 x 4	26 / 8,2	direct
25 t	Krupp	KMK 2025	1994	4 x 4 x 4	23 / 13	direct
25 t	Krupp	KMK 2025 (4x)	1992	4 x 4 x 4	23 / 13	direct
25 t	Krupp	KMK 2025	1988	4 x 4 x 4	23 / 13	direct
20 t	Krupp	KMK 2020 (2x)	1994	4 x 4 x 4	20,5	direct
20 t	Grove	AT 422 E	1992	4 x 4 x 4	21,4 / 13,1	direct
20 t	Grove	AT 422 E	1988	4 x 4 x 4	21,4 / 13,1	direct

#### Telescopic Truck Cranes

capacity	manufacturer	type	year	drive/steering	boom/jib(m)	delivery
80 t	Liebherr	LT 1080	1979	12 x 6 x 8	40 / 20	direct
25 t	PPM	C 280 (2x)	1990	6 x 4 x 2	30 / 9	direct
20 t	Kato	NK 20 B	1980	6 x 4 x 2	26 / 7,4	direct
16 t	Nationals	16 T	1990	6 x 4 x 2		direct

#### Rough-Terrain Cranes

capacity	manufacturer	type	year	drive/steering	boom/jib(m)	delivery
35 t	Pinguely	TT 386	1979	4 x 4 x 4	31 / 9	direct

#### Spare Parts

- Krupp KMK 6160, Krupp KMK 4070, Liebherr LTM 1070, Faun ATF 70
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Demag AC 205, 1994  
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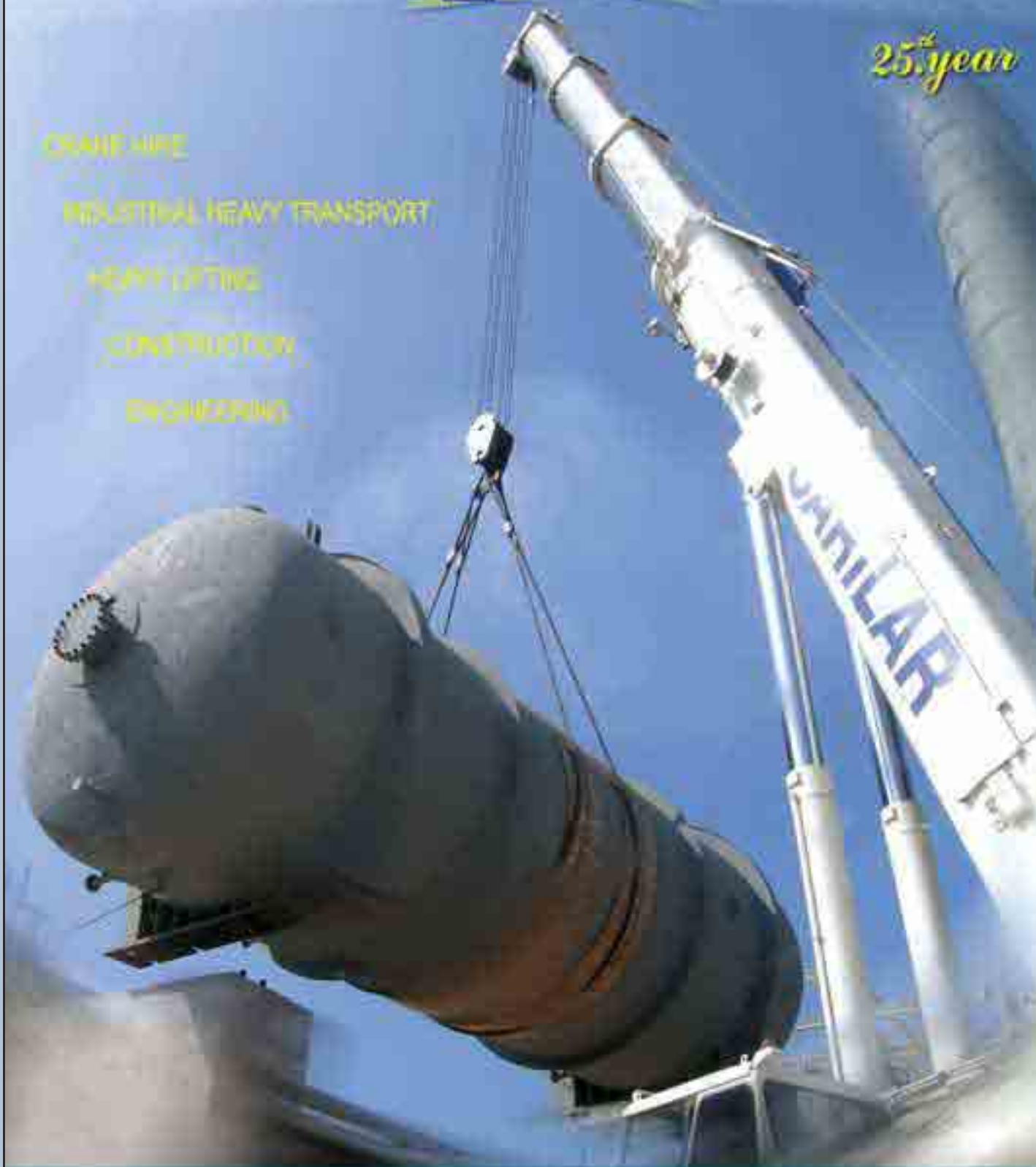
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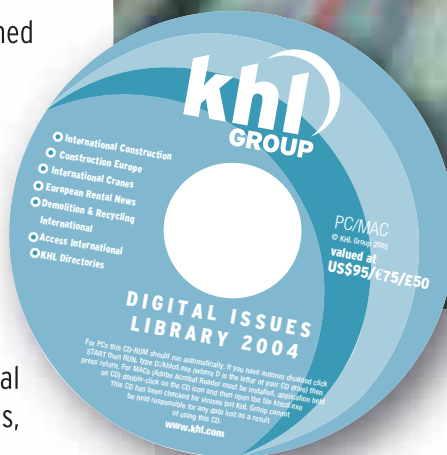
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## PAYMENT DETAILS

### CHEQUE

☐ I enclose a cheque made payable to KHLI Services  
 Post to: Southfields, Southview Road, Wadhurst,  
 East Sussex TN5 6TP, UK.

### CREDIT/DEBIT CARD

☐ Please charge my card  
 Credit card orders are billed in UK Pound Sterling. Therefore  
 the price you pay is subject to exchange rate fluctuations as  
 determined by your card issuer

VISA/AMEX/MASTERCARD/DINER/SWITCH/DELTA

Card No: \_\_\_\_\_

Expiry Date: \_\_\_\_\_

Signature \_\_\_\_\_

☐ Please invoice me ☐ Please invoice my company

### BANK TRANSFER

Customers who wish to pay by Bank Transfer should use  
 the following account details:

Lloyds Bank PLC,  
 82 Mount Pleasant Road,  
 Tunbridge Wells,  
 Kent TN11 1RP, United Kingdom

Account: KHLI Services  
 Sort Code: 30-98-77  
 Account No: 0836845  
 IBAN: GB87LOYD30987700836845  
 Swift/BIC: LOYDGB21074  
 VAT Number: GB725177334

To ensure accuracy and prompt  
 processing of the order, customers  
 using bank transfers are requested  
 to quote a reference number or  
 company name.

