

INTERNATIONAL

OCTOBER 2014
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cranes

AND SPECIALIZED TRANSPORT

Crawler cranes

Offshore lifting

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**World Crane
& Transport
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**Bauma
China**

SAIE



On site

**The Netherlands; Saint Helena;
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of this inaugural CATAP event in next month's issue.

Talking of next month, there is still time to attend our next big conference, the World Crane and Transport Summit, taking place in the USA for the first time. We have held the WCTS three times before in Amsterdam, Netherlands but this year it is in Miami, Florida, on 12 and 13 November. Topics at the conference aim to educate and help delegates improve the way that they do business. Hundreds of attendees plus the speakers and sponsors help provide extensive valuable networking opportunities during the breaks, lunches and receptions. For more on this event see the preview on page 25.

Also coming up next month is the vast Bauma China exhibition in Shanghai. At the last event in 2012 the amount of new product development was staggering. It was also interesting to note that there was evidence of design innovation in the new cranes on show from the domestic manufacturers. I look forward to seeing what's new there again this year. For a taste of what to expect and how to plan a visit see our event preview on page 45.

Back to this month and SAIE is the Italian construction industry show previewed on page 55. In terms of lifting and transport this show has declined in line with the downturn in the market for new machine sales. This time next year the GIS show, just for cranes and transport, will be held once again, in Piacenza. It is one example of many where focusing closely on something can pay dividends.

ALEX DAHM

Editor



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THE QUEEN'S AWARD FOR ENTERPRISE INTERNATIONAL TRADE 2013

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INTERNATIONAL cranes AND SPECIALIZED TRANSPORT

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SAIE

On site
The Netherlands, Saint Helena, the North Sea, United Kingdom

THE MAGAZINE FOR EQUIPMENT USERS AND BUYERS

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SUBSCRIPTIONS

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HIGHLIGHTS

■ Kalmar, part of Cargotec, has completed an urgent refurbishment project on a Gottwald mobile harbour crane in La Palma terminal, Canary Islands, Spain. The crane is owned by Spanish company Compañía del Puerto (CAPSA), part of terminal operator Grup TCB. Work included replacing the main bearing, refurbishing the cabin and painting. David Asensio, Grup TCB project manager, said, "In this project, we are satisfied with the redesign and replacement of the pulley structure." The work on the harbour crane was started in May 2014 and was completed in five weeks, a company spokesperson said.

■ Specialized transport service provider Collett & Sons in the UK has taken delivery of a 205 tonne-metre Effer 2055 crane articulating crane. The 2055 hydraulic crane is mounted on an 8x4 Mercedes 4155 tractor unit. It offers six boom extensions and a lift capacity of 30 tonnes at 4.51 metres. At 15.25 m its capacity is 8.5 tonnes. The crane was commissioned with Atlas Cranes UK. David Collett, Collett & Sons managing director, said, "The welcome addition of the new Effer 2055 into our fleet allows Collett Transport to take a huge leap forward within the industry, offering unique lifting capabilities."

Entrec revenue up 7% in Q2

Heavy lift and hauling service provider Entrec Corporation reported a 7 % rise in revenue from US\$49.31 million to \$52.92 million in its second quarter results. The revenue growth reflects business acquisitions made by Entrec in the preceding 12 months.

On the expansion of Entrec into Prince Rupert, John Stevens, Entrec president and chief executive, said, "We

expect utilisation levels for our crawler and rough terrain cranes will increase over the next six months as project work begins to ramp up.

"Our growing crane fleet has also helped us establish a stronger presence in the market for long-term MRO contract work in the Alberta oilsands region. MRO work now represents approximately 20 per cent of our total

revenue."

For the rest of 2014, Entrec forecast continued activity in northeast British Columbia and northwest Alberta in LNG-related gas projects. Entrec's 2014 growth capital expenditures were focused on growing its crane fleet, the report said.

MARINE LAUNCH FOR EFFER

Italian crane manufacturer Effer launched a marine crane, the model 275M, at the SMM show in Hamburg, Germany.

The 275M is part of the Effer foldable knuckle boom crane range. It has a Scaneco remote control system, continuing slewing and an operator cabin.

The crane is designed to work in tough marine weather and work conditions, the manufacturer said.

Marine crane sales are on the rise, Effer said, with sales of its models up by 30 % in the last two years, a spokesperson added.



The 275M marine crane is part of the Effer foldable knuckle boom crane range

Crane Rental & Rigging bought by Barnhart

Agreement has been reached for Barnhart to purchase Crane Rental & Rigging of Omaha, Nebraska, USA.

Crane Rental & Rigging, with 60 employees and a fleet of more than 40 cranes, will operate as Barnhart and join the company's network of branches. Terms of the sale were undisclosed.

In addition to its offices and yard in Omaha, Crane Rental & Rigging operates in Lincoln, Nebraska and South Sioux City, Nebraska. The company also has offices in Iowa at Des Moines, Cedar Rapids,

Davenport and Ames, and in Sioux Falls, South Dakota.



Alan Barnhart, CEO, Barnhart

Barnhart said that customers in the Midwest will continue to receive the same services they have received through the years, but now as a part of the Barnhart One Team network, they will have access to the company's innovative rigging systems, wind turbine up-tower services, project cargo logistics capabilities, and a department of more than 40 engineers.

"Crane Rental & Rigging has a history of doing excellent work," said Alan Barnhart, Barnhart CEO. "This acquisition will allow customers to receive a broader range of services that should help lower overall project costs. We think customers throughout the Midwest will be very pleased with the expansion of services they will experience through this acquisition."

MIXED PICTURE AT TAT HONG

Singapore-based crane company Tat Hong Holdings (Tat Hong) reported a net profit of S\$6.0 million (US\$ 4.8 million) in its first quarter results of the 2015 financial year (for the three months ending 30 June 2014).

Total revenue generated by the company for first quarter of the full year 2015 was S\$164.2 million (US\$131 million), a 6 % decline year-on year. Cost reductions in the previous year and lower activity levels helped reduce the company's total operating expenses by 7.6 % to S\$48.4 million (US\$ 38 million) in first quarter of the full year 2015. Revenue generated from the company's crane rental division declined by 4 % from S\$68.8 million (US\$ 55 million) to S\$66.3 million (US\$ 53 million) from the same period in the previous year. Revenue generated by the tower crane rental division rose 21 % to S\$24.5 million (US\$ 19.6 million). The company's rental sector fell 20 % from S\$20.5 million (US\$ 16.4 million) in the first quarter of the full year 2014 to S\$16.3 million (US\$ 13 million) for the same period for the full year 2015.

Roland Ng, Tat Hong managing director and Group CEO, said, "We are pleased to note a turnaround in our Australian operations which benefited from increased crane rental activities primarily to LNG-related projects. Our tower crane rental business in China performed well with a strong pipeline of projects."



HIGHLIGHTS

■ All Erection & Crane Rental Corp added 108 new Manac trailers to its fleet. Of the total, 104 have galvanised steel decks for reduced maintenance and resistance to chips, scratches and wear, particularly corrosion caused by road salt and brine. The order includes 100 step-deck trailers, including 50 units 45 feet long with close tandem wheels, which will accompany the company's taxi crane fleet to job sites. Another 50 of the Manac trailers were 48 foot spread axle units.

■ Rental company John Taylor Crane Services has taken delivery of three Unic spider cranes in the UK. The three Unic URW-295 cranes were ordered from GGR Group. The 2.9 tonne capacity model is 600 mm wide and is designed to fit through a standard doorway. The diesel powered URW-295 can lift to a height of 9.8 metres when fitted with the 700 kg capacity combined fly jib and searcher hook. It has a Rayco Wylie i4300 safe load indicator (SLI) system.

Mega load out for ALE Philippines

Heavy lift and transport specialist ALE has completed the load out of 111 modules at a fabrication yard in Bauan Batangas, Philippines.

The project was undertaken by the Philippines branch of ALE. The modules weighed between 31 and 1,925 tonnes each. A number of vessels and other equipment were also transported.

One of the modules was moved using a skidding system. The vessel weighed 135 tonnes

and was skidded at 5 metres high using a push and pull system, hydraulic jacks and hijack frame, a spokesperson said. Some of the heaviest modules, weighing 1,925 and 966 tonnes, were loaded out using 104 axles of Nicolas self propelled modular transporter (SPMT).

Noli Cainto, ALE Philippines head of operations, said, "I want to congratulate the team on their successful completion of the project."



The modules weighed between 31 and 1,925 tonnes each

Milestone delivery for Manitowoc Wisconsin

Crane manufacturer Manitowoc has delivered its 400th Manitowoc 2250 crawler crane built at its production factory in Manitowoc, Wisconsin, USA. It was delivered locally, to the shipbuilding division of

Fincantieri Marine Group, based in Sturgeon Bay, Wisconsin.

The 2250 has a 300 US ton (272 tonne) capacity and a 121 metre reach when configured with a luffing jib attachment. Capacity can be increased to 500 tons (455 tonnes) when fitted with the Max-Er attachment and 1,433 tons (1,300 tonnes) when fitted with a Ringer attachment, the US manufacturer said.

The shipbuilding division of Fincantieri Marine Group took delivery of the 400th Manitowoc 2250 crawler crane

Matt Borchardt, Manitowoc regional business manager, said, "This is a very special milestone that reflects the long-term commitment and faith our customers have in Manitowoc Cranes. And it's very fitting that the 400th Manitowoc 2250 is going to our former sister company, right in our own backyard."

Thomas Martin, Bay Shipbuilding director of purchasing and facilities, said, "This is really exciting for us. It doesn't matter if we're taking delivery of the 40th or 400th Manitowoc 2250, we are extremely pleased to add a quality-built asset like this



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■ VOTE FOR YOUR IC TOPLIFT 2014

This year's entries for the IC Top Lift 2014 competition is a selection of impressive lifts completed in the last 12 months. Readers are asked to pick their favourite from our selection of 10 outstanding lifting projects. For the full list of entries and the voting form visit the KHL website www.khl.com and the TopLift 2014 news story is at <http://bit.ly/1uu2TYD>

To register your vote please complete and return the form by Friday 31 October 2014.

■ DATE SET FOR ICEF

The International Construction Equipment Forum (ICEF) will be held in Amsterdam, Netherlands, on 2 and 3 November, 2015. The conference and awards dinner is intended as a global meeting place for buyers and users of construction equipment. Organised by KHL Group, publisher of IC magazine, ICEF follows on from the International Construction Economic Forum, held in Amsterdam last November.

The conference content will include presentations and panel discussions on topics that include whole-life costing and maintenance strategies to maximising residual value. Confirmed speakers include Carl Lockwood, Volvo Construction Equipment senior vice president for strategy & business development, Scott Hazelton, IHS Global Insight managing director of construction & industry practices, and Michiel van Ramesdonk, De Lage Landen VP, global fleet customer accounts. For full details of ICEF, visit www.khl.com/icef

crane to our business. We are big fans of Manitowoc cranes and the service that backs them. Even better is that we're purchasing the crane from our neighbors in Wisconsin."

HIGHLIGHT

■ Crane service provider Karl Scholl, based in Heidelberg, Germany, has taken delivery of a 300 tonne capacity Liebherr LTM 1300-6.2 mobile crane. It was handed over at the Liebherr plant in Ehingen, Germany. Angelika Scholl, managing director, and Karl-Heinz Scholl, driver of the new LTM 1300-6.2, said, "Liebherr's new development fits perfectly into our fleet from a logistics point of view. Its long telescopic boom and luffing jib make it ideal for use in the chemicals industry. That enables us to build on the success of the LTM 1250-6.1 and provide our customers with an even more powerful crane." The LTM 1300-6.2 is now the largest model in Scholl's fleet of mobile cranes.

Mammoet in for Damen upgrade

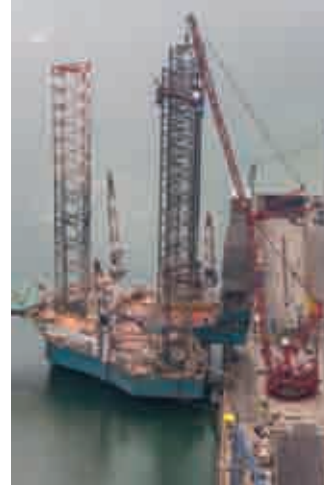
A Mammoet PTC ring crane was instrumental in a project to upgrade a Keppel Fels 'N' Class drilling rig by ship and vessel repair service provider Damen Shiprepair in Vlissingen, Netherlands.

The drilling rig is one of the largest in the North Sea. The upgrade included the extension of the three legs by 10 metres to 180 m.

A five-yearly special periodic survey and bringing the rig up to standard for the AoC (acknowledgement of compliance) certification required by the Norwegian authorities was also carried out. Owner Rowan Companies

chose the Vlissingen yard to carry out the work due to its large size, convenient location on the North Sea and its suitable quayside, a spokesperson said. A Mammoet PTC heavy lift ring-mounted lattice crane and the Palfinger JUMP jack up maintenance personnel access system were used there.

The PTC was assembled on special foundations and erected to a height of 200 metres. This configuration allowed the rig to remain at sea level, a spokesperson said. The leg extension pieces could then be lifted directly from the shore on to the legs for installation.



The Keppel Fels 'N' Class drilling rig is one of the largest in the North Sea

The working platforms were supplied by Palfinger. This allowed the engineers to move up and down the legs at heights of up to 160 m.

The drill ship vessel upgrade project was completed in 100 days, thirty days less than originally planned.

World's largest transporter for HHI

Hyundai Heavy Industries (HHI) in Korea is due to take delivery of a 1,300 tonne capacity Scheuerle shipyard transporter (SHT).

The SHT 1300 will be shipped to South Korea. To reduce shipping costs, the pieces shipped in two pieces and welded together at the Ulsan shipyard.

The SHT is the biggest single shipyard transporter ever built, the manufacturer said. It has a 30 x 10 metre platform and multiway steering and a steering angle of 165 degrees. In addition, the transporter has an inner turning radius of zero degrees,

allowing the vehicle to turn on the spot. The ship section transporter has a hydrostatic drive system on 12 of the 40 pendulum axles. It is also fitted with cameras.

Bernd Schwengsbier, TII sales president, said, "Apart from the fact, that the Scheuerle SHT 1300 will speed up the production processes and increase the size of modules that can be handled, it is also easy to maintain and to operate. This means comparatively low service and operator education costs."

Ralf Grützmacher, TII sales area manager for Asia, added, "On the Hyundai Heavy Industries production site in Ulsan, like at all other shipyards, it's all about time, reliability and safety. That's why Hyundai decided to buy a further TII Group transporter."

Bernd Schwengsbier (TII sales, president) and Andreas Kohler (Scheuerle, managing director) in front of the Scheuerle SHT 1300



SPEAKERS FOR ITC 2015

The first three speakers have been announced for the next International Tower Cranes (ITC) conference, to be held in London, UK, on 27 and 28 May 2015.

The International Tower Cranes (ITC) conference is aimed at tower crane owners, users, manufacturers and others responsible for the safe planning, implementation, operation and maintenance of tower cranes.

Keynote speaker at ITC 2015 will be Philippe Cohet, chairman at Arcomet, one of the world's largest tower crane rental companies. Cohet will present a unique perspective on the tower crane value chain and the market worldwide.

Also speaking at ITC 2015 will be Dave Holder, director and general manager at tower crane specialist HTC Plant in the UK. Holder's presentation will tackle the topic of how to attract new talent to the industry, including apprenticeships and other training.

Heinz-Gert Kessel is the third speaker to be announced. Kessel, from Germany, is widely acknowledged as a leading global authority on tower cranes. He will compare the different design approaches of European and Japanese luffing jib tower crane designers.

An invitation to submit proposals for presentations is open until the end of 2014. Suggestions for potential topics should be sent to Alex Dahm, International Cranes and Specialized Transport editor (alex.dahm@khl.com +44 1892 786206).

ITC was most recently held in Berlin, Germany, in November 2013, where it attracted almost 150 delegates from 23 countries worldwide.

More information on the conference will be published as it becomes available at: www.khl.com/itc

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NCSG acquires Tucker Oilfield Hauling in Canada

In Canada, NCSG Crane & Heavy Haul Corporation has acquired Drayton Valley and Calgary-based, Tucker Oilfield Hauling Ltd. Tucker supplies rigging, lifting and heavy haul services to the energy industry. The company was founded in 1994 by Richard Tucker. Cory Crosby bought into the business in 2011.

"Cory and Dick have built a great business servicing their upstream, midstream and other customers in Western Canada and we are excited to

be adding their deep expertise to our management team and welcome all of the highly skilled Tucker employees," said Ted Redmond, NCSG Crane & Heavy Haul president.

"Tucker broadens NCSG's geographic presence into the Drayton Valley and Edson areas, enabling NCSG to provide local services to customers there and broaden the services Tucker currently offers to include crane and ultra-heavy haul."

As a part of the transaction, Cory Crosby and Richard Tucker will become investors in NCSG and stay on with the business. Crosby and Tucker will have an important function within NCSG, growing the range of services provided in the Drayton Valley and Calgary

markets, the company said.

"We are excited to be joining the NCSG team" said Crosby. "With access to NCSG's team of 700 employees and NCSG's fleet of over 285 cranes, 235 lines of hydraulic platform trailers, 300 conventional trailers and specialized rigging services such as jack & slide and hydraulic gantries, Tucker will be able to take on larger projects/maintenance jobs and meet even more of our customers' rigging, lifting and heavy haul needs."

Richard Tucker said, "Tucker has been serving our valued customers for 20 years and I am looking forward to continue to work with our customers and grow the business in partnership with NCSG."



Ted Redmond

Crane service provider Aertssen Kranen, based in Belgium, has added two new Hitachi SCX2800-2 crawler cranes to its fleet. The 280 tonne capacity lattice boom crawler has a 58 metre boom and will be available with a 51 m luffing jib.



HIGHLIGHTS

■ **Tadano America Corporation and WHECO Corporation in the USA have signed an agreement for WHECO to become an authorised structural repair and restoration services provider for all Tadano crane products.** WHECO is a global provider of complex heavy equipment structural repair and restoration services. Yo Kakinuma, Tadano America president, said, "We selected WHECO because they have the knowledge, experience, facilities and trained technicians to help us support our expanding North American business."

■ **The port of Vladivostok in Russia has taken delivery of an electric Terex Gottwald Model 3 G HSK 3432 portal harbour crane from Terex Port Solutions.** The port is owned by Pacific Logistic. The G HSK 3432 lifts 79 tonnes. Track gauge is 10.5 metres and the portal clearance is 6 m. It was ordered to help with handling containers and vehicle parts at the port's Sollers Terminal. The G HSK 3432 is fitted with its own on-board diesel generator and equipment for connecting to an external power supply.

Around the clock work

Austrian crane and transport service provider Felbermayr has clocked 200 operating hours in five weeks with its new 300 tonne capacity Manitowoc Grove GMK6300L all terrain crane.

The GMK6300L has an 80 metre boom and a lifting height of nearly 120 m. Tasks for the AT have included erecting and dismantling tower

cranes. It is the 200th unit of this model sold by Grove since its introduction. IC first announced this crane in April 2010 prior to its launch at the Bauma exhibition that month. It was then an early prototype.

Crane operator Martin Rumpold, said, "It is easy to see why the GMK6300L has proven to be such a popular crane. It's

quick to set up and very easy to transport, and offers a lift height of almost 120 metres.

"It is ideal for narrow, urban environments and for me it is the best crane for erecting and dismantling tower cranes. But it is also very versatile and offers excellent performance on a wide variety of demanding jobs."



The Grove GMK6300L has an 80 metre boom and offers a lifting height of nearly 120 m

STRONG START FOR CATAP

The inaugural International Cranes and Transport Asia Pacific (CATAP) conference got off to a strong start in Singapore on 30 September. Keynote speaker Rajiv Biswas from IHS set the scene with an economic roundup and outlook. Focusing on safety in the crane industry was Mohamed Abdul Akbar Bin Mohamed Abdul Kader, chairman of the National Crane Safety Taskforce (Singapore). He is also managing director at Nan Guan Construction. CATAP attracted more than 160 attendees and was one of three events in the first Singapore Crane Fair, starting with the Crane Carnival attended by more than 1,000 crane industry people and their families. Next was the Crane Safety Symposium, attended by more than 400 industry stakeholders focusing on ways to raise awareness of and improve industry safety in Singapore by reducing the number of accidents and near misses. See the next issue of IC for a full report on the event.



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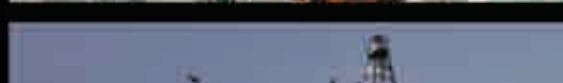
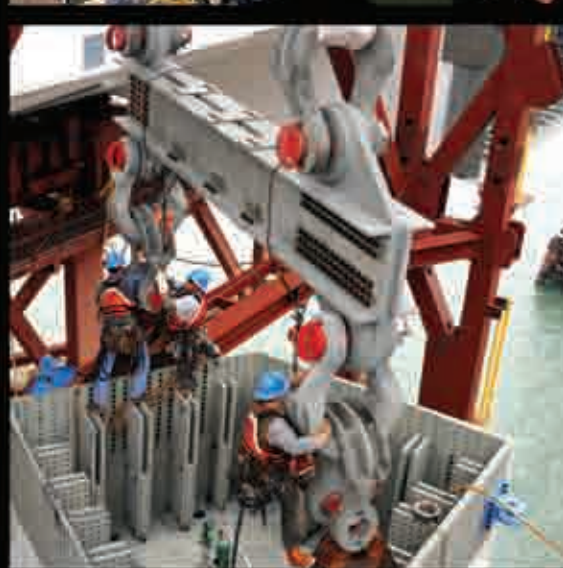
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In a reversal of the familiar pattern, Chinese crane manufacturers' share prices rose in September, while there were falls for some American and European manufacturers.

CHRIS SLEIGHT
reports

Chinese rally

The last four years or so has been characterised by weak share prices for China's main crane makers, while it has been the more traditional major players in Europe, Japan and the US that have spearheaded the recovery. However, this was flipped on its head in September when a number of the large Chinese groups enjoyed a surge as US manufacturers suffered losses.

The losses can be traced back to new earnings guidance for this year from Terex. The manufacturer said that crane sales in particular were looking weaker than previously expected due to weakness in many emerging markets. These problems had emerged over

July and August, and Terex added that one of the issues for customers in developing countries was a difficulty in securing financing.

It was this reason that pulled down fellow US crane maker Manitowoc over the same week 35 – 39 period.

On the positive side for the crane industry, there was a general rally in Chinese share prices over September which pulled up high-profile companies like Zoomlion, Sany and, particularly, XCMG.

This seems to have been driven by a speech by Chinese premier Li Keqiang emphasising a policy initiative announced in March for a new round of urbanisation

designed to lift the country's rural population and migrant workers out of poverty.

New policy

The outline target is to bring the proportion of Chinese people living in cities up to 60 % by 2020, compared to the present 54 %. This may not sound like much, but with an official population of 1.35 billion – which may well be an under-estimate – this means building homes and urban infrastructure for more than 80 million people in the space of six years. So a policy that should benefit crane manufacturers and others in the equipment sector.

The net result of all of this on the IC Share Index was that it fell a marginal 0.22 % between weeks 35 and 39. This was more or less in line with the Dow and FTSE, which also dropped, although the Nikkei put on a useful 4.86 % rise.

The general buoyancy of Japanese stocks, including crane manufacturers' shares, was another factor that cushioned the blow of declines for Konecranes, Manitowoc and Terex over the four-weeks. ■

“On the positive side for the crane industry, there was a general rally in Chinese share prices”

OCTOBER IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	PRICE CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
IC Share Index*		63.02	62.88	-0.14	-0.22	57.53	9.31
Legacy IC Share Index**		393.74	370.75	-22.99	-5.84	383.21	-3.25
Dow Jones Industrial Average		17080	17071	-8	-0.05	15451	10.49
FTSE 100		6827	6637	-191	-2.79	6575	0.94
Nikkei 225		15425	16174	749	4.86	14742	9.71
Hitachi Construction Machinery	YEN	2044	2208	164	8.02	2343	-5.76
Konecranes	€	24.07	20.95	-3.12	-12.96	26.18	-19.98
Kobe Steel	YEN	169	178	9	5.33	179	-0.56
Liugong	CNY	6.25	7.12	0.87	13.92	7.07	0.71
Manitowoc	US\$	28.51	24.15	-4.36	-15.29	20.04	20.51
Palfinger	€	24.99	25.05	0.06	0.24	26.15	-4.21
Sany Heavy Industry	CNY	5.49	5.85	0.36	6.56	7.91	-26.04
Tadano	YEN	1870	2019	149	7.97	1460	38.29
Terex	US\$	37.24	32.36	-4.88	-13.10	34.37	-5.85
XCMG	CNY	7.84	8.89	1.05	13.39	8.70	2.18
Yongmao Holding	SGD	0.23	0.20	-0.03	-11.11	0.22	-9.09
Zoomlion	CNY	4.63	4.89	0.26	5.62	5.94	-17.68

*IC Share Index, 1 Jan 2011 = 100

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

EXCHANGE RATES – VALUE OF US\$

CURRENCY	VALUE AT START	VALUE AT END	VALUE CHANGE	% CHANGE	VALUE 12 MTHS AGO	12 MTH % CHANGE
CNY	6.14296	6.1542	0.0112	0.18	6.12	0.59
€	0.7590	0.7883	0.0292	3.85	0.7400	6.52
Yen	103.82	109.41	5.59	5.38	94.96	15.22
UK£	0.6022	0.6148	0.0126	2.09	0.6231	-1.34

Period: Weeks 35 – 39

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working at a shipyard
in Rio Grande, Brazil



Rising abilities

The design of the latest generation of crawler cranes is being defined by customer requests and site requirements.
LAURA HATTON reports

Crawler cranes are an ideal choice for longer term construction site projects, including power plant construction, wind farms, infrastructure and bridge work. “A crawler crane can also be installed on a special platform on a barge for use at sea” John Kennedy, Manitowoc senior vice president for crawler cranes, adds. “Such barge cranes perform material handling, installation and general construction work.”

Other factors that make crawler cranes an ideal choice are the ability to travel with a load, higher lift capacity compared to other crane types and the ability to be

fitted with ring and tower attachments. The latest crawler crane model with these design features in mind from Lampson International is the Lampson Millennium 4100. The crawler has a computerised control system, hydraulic hoists and increased line pull. In addition, it is capable of handling tandem drum operations and can be configured with Manitowoc ringer and tower attachments without modification. Power comes from US Tier 3 and Tier 4i Cummins engines.

Kate Lampson, Lampson International says, “Knowing that safety is paramount in the construction industry, we added no free fall capabilities to our crane. Not only does this feature allow the operator to lock the load, it also allows what was once viewed as an unsafe friction rig to work on almost any of today’s jobsites.”

From Manitowoc are the 300 tonne capacity MLC300 and 650 tonne MLC650 crawler cranes. The MLC300 has a 96 metre boom and the option of a fixed jib attachment; a 96 m luffing jib can be added to extend its reach to 144 m. The MLC650 has a 104 m main boom to which a fixed jib can be added. Both models are fitted with the Manitowoc Variable Position Counterweight (VPC) system, which

The ballast trailer of the Liebherr LR 11000 with platforms, railings and safe ladders



CRAWLER CRANES



A Zoomlion QUY260 crawler crane owned by Axis Crane helps install wind turbines at a wind farm in the USA

(developed with a China-USA associated research and development team), the E series and the A series. From the 8 series is the SCC8100-2, an updated version of the SCC8100 which is to be marketed in 2015 with a Euro 4 emission regulations engine. Also new is the SCC4000A, an upgraded version of Sany's SCC4000. New E series products will include crawlers of less than 200 tonnes. The models have transport widths of 3 metres and a maximum transport weight of 50 tonnes, the manufacturer said. They are designed to meet CE certification. At the top end of the capacity scale, to cater for heavy lifting, Sany offer the 1,000 tonne capacity SCC10000, the 1,600 tonne SCC16000 and the 3,600 tonne SCC36000.

The latest crawler crane from Liebherr-Werk Ehingen is the 1,000 tonne capacity LR 11000. Presented in 2013, the LR 11000 has a Power Boom capacity

automatically positions the counterweight to fit the required lift.

"The counterweight moves along the rotating bed and is automatically positioned based on changes in boom angle," John Kennedy explains, "Advantages for customers include reduced ground preparation, lower ground-bearing pressure and less counterweight, without sacrificing capacity."

For barge work there is also the VPC-MAX attachment, which allows increased capacity. Kennedy explains, "Because the counterweight attachment of the VPC-MAX on the MLC300 and the MLC650 never touches the ground, higher capacity lifts on barges that customers were never able to perform are now possible."

Increasing capacity

The latest crawler from Terex is the CC 8800-1 with Boom Booster kit. The kit is designed for steep and long boom configurations. It increases the CC 8800-1 crane's lift capacity by up to 90 % and offers up to 72 m of boom structure. It can be disassembled and shipped in standard 12.2 m open-top containers. With safety in mind, Terex developed the Terex Cranes Fall Protection System, which is available for the Boom Booster as well as the Superlift 3800. For more on the Terex boom booster see *IC* April issue 2014 and news this issue.

The latest models from Chinese crane manufacturer Zoomlion are the ZCC550, which has a 55 tonne capacity and a 52 m boom, and the ZCC800, which has an 80 tonne capacity and 58 m boom. Also from Zoomlion are several other models, ranging from the 130 tonne capacity QUY130 to the 650 tonne capacity QUY650 crawler.

The latest product series from crane manufacturer Sany include the 8 series

A Sany SCC16000 competing a lift at the Taishan Nuclear Power Station, Guangdong province, China



enhancement system option with a heavy luffing jib. It operates with a maximum of 250 tonne slewing platform ballast, 90 tonne central ballast and up to 450 tonne derrick ballast, which is fully adjustable.

"The standard equipment comprising



A Terex CC 8800-1 with Boom Booster, owned by Sarens, at the Nordoostpolder wind park in the Netherlands. The crawler is being used to erect Enercon E-126 wind turbines with a hub height of 135 metres. The heaviest piece to lift was the hub with 375 tonnes at a 33 m radius

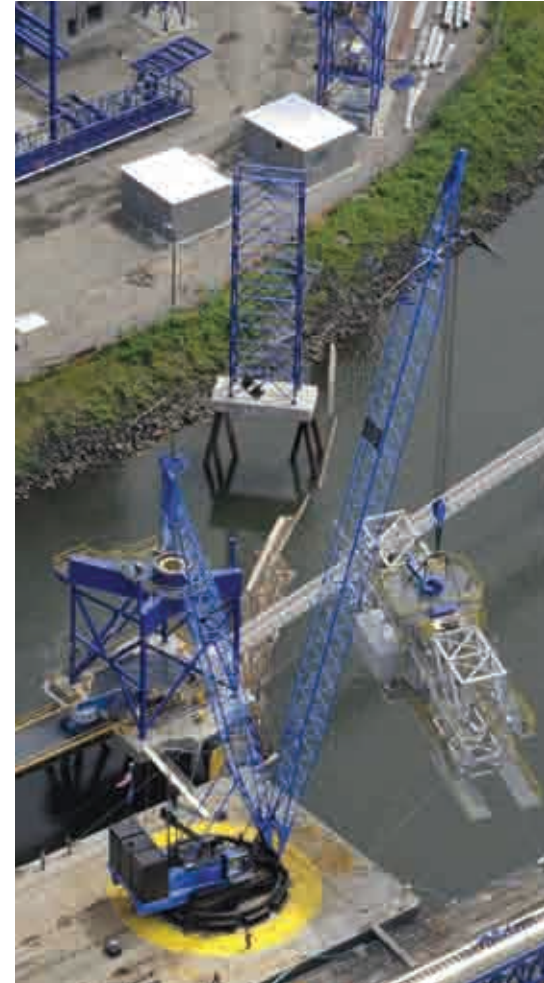


Also launched in 2013 from Liebherr-Werk Nenzing is the HS 8300 HD duty cycle crawler crane. A spokesperson adds, "To ensure optimum safety, there is a fall protection system which has an automatic locking function. In case of a fall this locking function reacts immediately and prevents impact with the ground."

From crane manufacturer Sennebogen is a 300 tonne heavy duty cycle crawler crane. The new crawler is the largest duty cycle crawler crane from Sennebogen and has been designed for applications in dredging, mining and underground engineering areas. The first details of the new model will be announced later this year along with a presentation of the new machine in Straubing, Germany.

with grab handles. The RCL monitoring system provides the operator all critical lift information and allows the operator to set swing and other control parameters."

From Japanese manufacturer Kobelco is the G Series range of crawler cranes. Models range in capacity from 60 to



the 'S' main boom and 'W' luffing jib enables the crane to achieve various boom systems, including a strong Power Boom system with a heavy luffing jib. Only the P adapter is required as a supplement for this purpose. The main S boom operation is possible with a 1,000 tonne head or a 650 tonne head," a spokesperson adds. The model is fitted with fall protection equipment and stacking supports for lattice sections. It has a component transport width of 3.5 m and a transport height of 3.2 m.

From Liebherr-Werk Nenzing is the LR 1250. Launched in 2013, the model is driven by a 270 kW 6-cylinder diesel engine that meets EU III B and Tier 4 Interim emission regulations. The crane is fitted with two winches, each with a 12 tonne line pull. The LR 1250 can be transported with boom and counterweight.

Small footprints

Working in confined spaces is another trend that crawler cranes have to overcome. The latest model from manufacturer Link-Belt, for example, is the Tier 4 Final version of its 248 HSL. The 181.4 tonne capacity lattice boom model has a tail swing of 5.15 m, allowing it to work in tight spaces. It is fitted with a high-resolution rear view camera, an audio and visual travel alarm system and a rated capacity limiter (RCL).

Scott Knight, Link-Belt product manager for lattice and telescopic crawler cranes, says, "This 248 HSL comes standard with folding upper guardrails and full-length right and left catwalks

A recent project for a Lampson Millennium 4100 was offloading at a port material handling facility in Oregon, USA

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250 tonnes and are fitted with Tier 4 engines. The CKE-G series and BME-G series have a switch between dual and independent circuit system, which offers the operator the choice of independent circuits. The system allows hydraulic pumps to drive the main auxiliary hoists and operate the boom independently or dual circuits that use both pumps to drive hydraulic fluid together to operate the hoist motor, the manufacturer says.

Other features include independent and main and secondary hoists, free-fall and a system that measures the jib angle relative to both the ground and the machine. For ease of transport, models in the series have a nested boom that allows the luffing insert jib to be stored in the middle boom, reducing the number of transport loads.

Rising capacity

The need for super heavy lift crawler cranes is another area on the rise. "The main applications for these types are mainly the construction of power plants and refineries where heavy loads have to be lifted at large radii," a spokesperson from Liebherr says. "Large preassembled components and the handling of offshore components at ports are also driving demand."

Kate Lampson adds, "There is certainly

a demand for heavy-lift crawler cranes in today's market, however, with a change in the current administration's policies on fossil fuels there could be a lot more."

A spokesperson from Sany adds, "[For example], to realise the nuclear power planning in China by 2020, at least two generator sets should be brought into operation every year. Therefore, the market for large-tonnage crawler cranes will boom due to the restart of nuclear power projects."

A spokesperson from Terex concludes, "High capacity crawler cranes used to be a rarity but, as structures become ever bigger and weights ever heavier, the need for these cranes increases." ■



A Zoomlion QUY260 crawler crane at work at the Reliance Sasan Power Station in Varanasi, India

A Sany SCC1000C lifting a section of the Jiashao Cross-Sea Bridge in Hangzhou Bay, Shaoxing, China



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Everybody else must wait until November 2014.

The cranes were shipped to the island from Walvis Bay, Namibia, at the start of the year



Isolated island

Basil Read used a pair of Liebherr crawler cranes for the construction of an international airport on the remote island of Saint Helena. IC reports

Liebherr LR 1200 lattice crawler crane and an HS 895 heavy duty cycle unit



More than 2,000 km from the African mainland in the South Atlantic Ocean, the island of Saint Helena is one of the most remote places on earth. Until recently the island was only accessible by ship.

Saint Helena is part of the British Overseas Territory. The current journey time from Cape Town, South Africa, to Saint Helena is around five days. To make the island more accessible and to cut journey time, an international airport is being constructed on the island.

The airport has been under construction since 2012. On site are two Liebherr crawlers, including an LR 1200 lattice crawler crane and one HS 895 heavy duty cycle crawler. Both of the cranes were owned by South African construction group Basil Read.

African journey

The cranes were shipped to the island from Walvis Bay, Namibia, at the start of the year.

Once on site, they were assembled and put to work, helping construct a wharf at the island's Rupert's Bay. The wharf will be used to take delivery of materials for the airport and will later be used to handle cargo coming into the island.

The main task for the LR 1200 and the HS 895 has been dredging the bay.



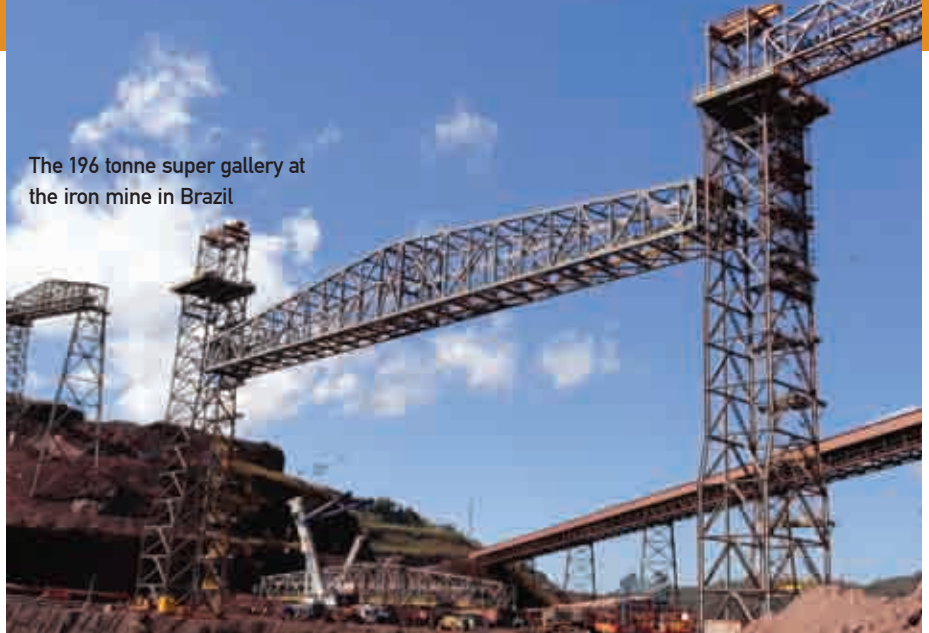
Other tasks for the crawlers was installing units on the outside of the breakwater

To carry out the work the cranes have been fitted with clamshell attachments. Once this stage of the project has been completed the crawlers will be used to install the precast concrete units on the outside of the breakwater. The cranes will also be used to install precast concrete units to form the inside quay wall.

The new international airport is being built on Prosperous Bay Plain in the east of the island. Once complete it will be able to handle most short and medium range aircraft. The estimated building cost is expected to be around US\$ 348 million. Completion is due in 2016.



The super gallery was set up next to the towers



The 196 tonne super gallery at the iron mine in Brazil

The installation of a “super gallery” at a mine in Brazil called for a unique lifting procedure. *IC* reports

Super high

Brazilian lifting specialists Bolbi-WKM helped with the installation of a 196 tonne “super gallery” at an iron ore mine in Brazil.

The gallery was needed to transport iron ore from an open pit mine that was 100 metres wide and more than 200 m deep. It is fitted with conveyor transport belts and is 87.5 metres long by 6 m wide. The lattice structure is 14 m tall at its centre and it was installed at a height of 54 m on one side and 57 m on the other.

A primary challenge during the installation was a lack of space. As a result, the type and size of crane that could be used was limited. To overcome the obstacles, Bolbi-WKM designed and engineered a lifting system using a

series of lift beams and winches.

As part of the solution, Bolbi-WKM installed two runway tracks next to the support tower, and above every runway track, a transfer car, each with a capacity of 150 tonnes. The super gallery was then set up near the ground over the transfer cars, with the use of cranes ranging in capacity from 30 to 60 tonnes.

Preparing the lift

With the use of two 100 tonne capacity Bolbi-WKM winches, and a reduction system made through the hook block, the gallery was transferred to the lifting axis. Its edges were supported by the transfer cars over the central free spans of the open pit. It travelled nearly 20 m in 8 minutes to the lifting position, a spokesperson said. Behind the towers, two 200 tonne capacity Bolbi-WKM winches were installed. The winches were installed on a metal chassis with a counterweight system to help with stability.

Above every column, a supplementary tower was also installed, and above it, Bolbi-WKM lifting beams were installed. “The lifting beams were fitted with a deflection pulley and a set of eight fixed pulleys for the lifting,” a spokesperson



The gallery was needed to transport iron ore from an open pit mine that was 100 metres wide and more than 200 m deep



One of the 200 tonne capacity winches

said. “This resulted in a reduction through the hook block system with 16 steel cable legs to each edge of the super gallery. This way, it was possible to obtain little tension in every steel cable leg and a low lifting speed.”

Once in place, the gallery was lifted to a height of 50 mm. The brake winches were then activated and the gallery remained suspended over night. This allowed the steel cables to tension ready for work in the morning. Each lifting winch had a single steel cable of 1,000 m in length.

To avoid increased wind speeds, the lift was carried out the following morning at 05.00 hours. “When the gallery reached its installation height, the team responsible for assembly installed the support beams of the gallery, interconnecting them above each support tower,” a spokesperson explained.

It took 3 hours and 15 minutes to install the gallery into its final position. ■



The gallery was left suspended in the air over night to allow the tensioning of the steel cables

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More than 250 industry professionals attended the third World Crane and Transport Summit in Amsterdam, Netherlands in October 2013

Welcome to Miami



Following on from the success of previous events, the 2014 World Crane and Transport Summit has moved to the USA. *IC* reports

The 2014 World Crane and Transport Summit is on 12 and 13 November at the Biltmore Hotel in Miami, USA. This year's two day conference and gala dinner is supported by top crane associations SC&RA, ESTA, Sindipesa and CICA and many of their members.

The event attracts leading crane and transport professionals from around the world and offers attendees the chance to meet industry peers and other experts to discuss and learn about important topics affecting the industry. Sharing and comparing experience among leading industry peers in the unique environment created at this event can bring real reward in operating a safer and more efficient business.

The programme this year begins with a welcome from Alex Dahm, editor, *International Cranes and Specialized Transport*, followed by a keynote address from Alan Barnhart, CEO, Barnhart Crane & Rigging.

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WC&TS PREVIEW

The first session of the event is a focus on safety and technology. Experienced crane accident analyst Jim Wiethorn, Haag Engineering principal engineer and chairman, starts the day with a report on Haag Engineering's study of more than 800 crane accidents over 28 years, as it relates to any correlation between age of the crane and causation of accidents. Following this will be a presentation from Bill Stramer, Link-Belt vice president, marketing, sales and customer support. Stramer will review the options open to crane owners and users in exploiting the latest telematics systems. Continuing with safety, Captain Brent Wise, Tech Safety Lines co-founder, will look at the rescue training and fall protection gear that you should be providing for staff and clients. The final topics of the day will be from Bill Smith, NBIS executive vice president, claims and risk, who will look at changes to crane rules and what you need to know, and Marco van Daal, owner, The Works International.

The World Crane and Transport Summit networking dinner will be held on the evening of Wednesday 12 November in the Biltmore Hotel.

Worldwide trends

The second day of speakers starts with a project report from Edoardo Ascione, Fagioli Group president and CEO Americas. A highlight of the day will be a joint presentation made by Rüdiger Zollondz, Terex Cranes director, product marketing, and Bernd Schwengsbier, TII Sales (Kamag, Nicolas, Scheuerle) managing director. They will discuss the impact of trends in the oil and gas sector on the crane and transport industry. Gary McArdle, Rouse Services executive >

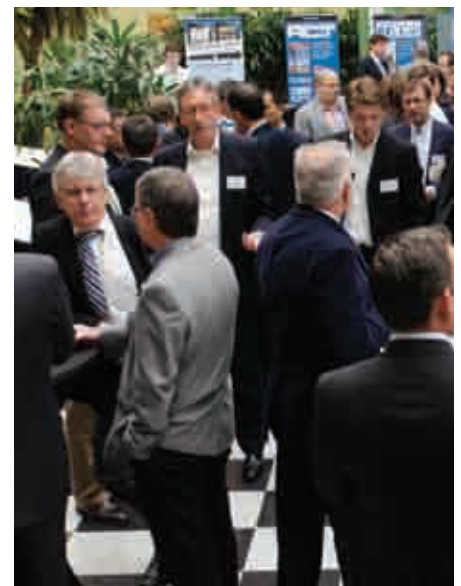


The drinks reception at the 2013 WCTS in Amsterdam

ALAN BARNHART, BARNHART CRANE & RIGGING

Alan Barnhart is owner and president at Barnhart Crane & Rigging in the USA. Alan and his brother Eric Barnhart took over Barnhart Construction in 1986 from their parents, before turning it into Barnhart Crane & Rigging Co. Although it was a new corporation, they still kept the same team and equipment fleet.

Since the company's beginnings in 1969, Barnhart has stacked up SC&RA Rigging and Hauling Job of the Year awards that number into the double digits. Both Alan and Eric joined SC&RA in the 1980s and attended the Crane & Rigging Workshop several times before going to their first convention in 1991. In 1998, Alan was chairman of the Crane & Rigging Group Governing Committee. He is the SC&RA president for 2014. With more than 20 branches across the United States, Barnhart Crane & Rigging carries a nationwide reputation for solving problems. It boasts one of the strongest networks of rigging experts and equipment in the country.



Attendees making the most of the opportunities to network with other industry professionals during the coffee breaks



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Delegates enjoying last year's gala dinner

vice president, will then look at current worldwide crane industry trends, including used crane values by category, OEM sales trends, and end market reviews.

After morning coffee, Scott Bragg, Bragg Companies vice president, will follow with a discussion on California's business environment for cranes and heavy equipment, including environmental compliance, the tax structure, permitting with public agencies, and the litigious HR environment. David Rodrigues, Makro Engenharia CEO, will then offer a view from Brazil, and discuss how to maintain a safety culture in a fast growing crane and transport company. Operator certification is next in the line of topics, as Graham Brent, executive director, National Commission for the Certification of Crane Operators will look at the attitudes to safety, training and best practices in the USA.

Energy experts

After lunch, the event launches into the third session, Energy and Oil & Gas. Speakers include Scott Hazelton, director, IHS Global Insight Construction and Manufacturing Industries Practice, who will report on new research into the impact on construction equipment and cranes on the growth in gas shale energy exploration in North America, plus the latest forecasts on the return of the non-residential construction sector.

After that is a round-table discussion on lifting and transport in the oil and gas sector, with participants including Keith Anderson, Bechtel chief rigging engineer; Joseph Collins, Becht Engineering heavy lift manager; and Frank Bardono, Maxim Crane Company president.

The final presentations of the day will be from Ted Redmond, NCSG Crane Rental & Heavy Haul Services CEO, who will

discuss how crane rental companies can address the growing market for lifting and transport services in the fast growing energy market. Rodney Rather, ALE vice president, will conclude the event with a spectacular report on a world record load-out project, including the use of a high capacity modular ballast system and 3D barge monitoring.

Sponsors for the event include Terex (gold sponsor) and Manitowoc (silver sponsor). Supporting sponsors include A1A Software, Goldhofer, ITI (Industrial Training International), LSI Robway, Modulift, Tii Sales (Scheuerle, Nicolas, Kamag), Tech Safety Lines. See the separate box story for the full list of sponsors and supporters.

For more information see www.khl-group.com/events/wcts/

PROGRAMME DETAILS

KEYNOTE ADDRESS

■ **Renting Cranes for Fun and Profit** - Alan Barnhart, CEO, Barnhart Crane & Rigging

SAFETY AND TECHNOLOGY

■ **Accidents: Is the age of a crane a factor?** - Jim Wiethorn, principal engineer and chairman, Haag Engineering

■ **Telematics: the benefits for crane users** - Bill Stramer, vice president, marketing, sales and customer Support, Link-Belt Construction Equipment

■ **Keeping your workforce safe: fall protection and rescue plans** - Captain Brent Wise, co-founder, Tech Safety Lines (TSL)

■ **Crane rule changes: what you need to know** - Bill Smith, executive vice president claims and risk, NBIS

■ **Accident prevention in heavy transport** - Marco van Daal, Owner, The Works International

MARKETS, PROJECTS & SAFETY

■ **Project report** - Edoardo Ascione, President/CEO, Americas, Fagioli Group

■ **Impact of trends in the oil and gas sector on the crane and transport industry** - Rüdiger Zollondz, director product marketing, Terex Cranes and Bernd Schwengsbier, president, Tii Sales (Scheuerle, Nicolas, Kamag)

■ **Crane numbers: sales, values and markets** - Gary McArdle, executive vice president, Rouse Services

■ **California's business environment for cranes and heavy equipment** - Scott Bragg, vice president, Bragg Companies

■ **Promoting a Safety Culture in the Latin American Crane & Transport Industry** - David Rodrigues, CEO, Makro Engenharia

■ **Operator certification: what has almost two decades of professional testing taught us?** - Graham Brent, executive director, National Commission for the Certification of Crane Operators (NCCCO), USA

ENERGY AND OIL & GAS

■ **Construction and Energy Markets in North America** - Scott Hazelton, director, IHS Global Insight Construction and Manufacturing Industries Practice

ROUND-TABLE DISCUSSION: LIFTING & TRANSPORT IN OIL & GAS

(Organised in co-operation with Engineering News-Record (ENR) magazine) - Keith Anderson, chief rigging engineer, Bechtel; Joseph Collins, heavy lift manager, Becht Engineering; Frank Bardono, president, Maxim Crane Company

■ **Servicing the North American Energy Market: Opportunities and Challenges** - Ted Redmond, CEO, NCSG Crane Rental & Heavy Haul Services

■ **Project: Load-out of a massive topside** - Rodney Rather, vice president, ALE

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South American transport for Tianjie

Self propelled modular transporter (SPMT) from Tianjie was used to transport a generator weighing 278 tonnes to a thermal power plant in South America.

In total, four Tianjie SPMT axle lines powered by a 250 kW Cummins power pack unit and 14 Tianjie axle lines, including 2 + 6 + 3 split + 3 split was used for the project.

The 278 tonne generator measured 11.95 x 3.97 x 3.51 metres. It was loaded from a vessel onto the SPMT with help from three Tianjie engineers, a company spokesperson said. The SPMT was then powered up a 12 % incline. "To reduce the turning radius, Tianjie decided to put



The generator was loaded from a vessel onto the SPMT

the PPU on top of the modular trailers," a spokesperson said.

It took less than half an hour to

transport the generator from the vessel to its destination at the thermal power plant in South America.

Logistics provider Egyptian Transportation & Logistics (ETAL) helped transport bridge beams to the Arabco Shipyard Ismailia in Egypt. The bridge is part of a new highway being built between Cairo and Alexandria. On arrival at the shipyard, ETAL transported the beams using two Faymonville TeleMax flatbed semi-trailers. The beams weighed 35 tonnes each and measured 38 metres long. Once loaded onto the trailers, ETAL transported the bridge beams 420 km from Arabco Shipyard Ismailia to the road project in Alexandria.



WIND JOB FOR CRANE RENTAL CORPORATION



USA-based crane and transport company Crane Rental Corporation transported a number of wind turbine components for a Siemens Energy training facility in central Florida, USA.

Components included a nacelle, wind turbine rotor hub and a support frame. The nacelle weighed 89.3 tonnes and the hub weighed 34.9 tonnes. The sections were loaded onto Goldhofer trailers using a 550 tonne capacity Grove GMK7550 wheeled mobile telescopic crane.

Once loaded and secured on the Goldhofer trailers, the wind turbine sections were transported approximately ten miles through Orlando to the training facility also in Florida, a spokesperson said.

At the training facility a team from Crane Rental Corporation offloaded the nacelle and hub components onto a staging platform. The pieces were then assembled and installed into position inside the building.

The nacelles will be used to train Siemens Energy employees for access, egress, emergency response, lifting, maintenance, and service, a spokesperson said.

Boiler trouble for Van der Vlist

Specialized transport company Van der Vlist helped with the transport of a boiler from Antwerp in Belgium to a power plant in Épinal, Eastern France.

The boiler weighed 50 tonnes and was 16.8 metres long, 4.35 m high and 4.35 m wide. It was shipped in from Rauma in Finland to Antwerp port. In Antwerp Van der Vlist loaded the boiler into a vessel bridge trailer.

The size the boiler meant avoiding narrow roads to Épinal. The cargo could

not be taken directly to France and instead was transported along a route via Holland and down to the German-French border.

At the border the boiler was loaded onto an 8-axle semi-low loader trailer for the final section of roads to Épinal. From there it was taken to the combined biomass and heat power plant. A number of smaller parts were also taken to the site on semi-low bed trailers.



The boiler was loaded onto an 8-axle semi low loader trailer for the final section to Épinal

The boiler was 16.8 metres long



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Maiden trip



The Scheuerle STB 550 girder bridge has a 5:2 payload to deadweight ratio

Collett Transport used its new 550 tonne girder bridge for the first time in the UK. *IC* reports

UK heavy transport company, Collett has completed the collection, transportation and delivery of an 156 tonne steel casting using its new Scheuerle STB 550 tonne girder bridge.

The steel casting was collected at Sheffield Forgemasters International and transported to the Port of Goole for international freight forwarder, Expeditors. At its final destination the casting will be used to form the drop hammer in a counter-blow forging press to manufacture titanium forgings, a spokesperson said.

The Scheuerle STB 550 girder bridge has a 5:2 payload to deadweight ratio. During the project it was accompanied by two 8 x 4 ballast tractors to pull and push the combination. Two 10 axle Scheuerle



The convoy travelled with the 156 tonne steel casting overnight from Sheffield to the Port of Goole

Intercombi modules in 2-file configuration and a four axle power booster module were also used.

The steel casting was loaded at Sheffield and transported under police escort to the Port of Goole. On route a motorway lane was closed, allowing the whole vehicle combination to travel eastbound on the westbound carriageway. This was carried out to avoid weak structures, a company spokesperson said. The casting was transported at night.

On arrival at the Port of Goole, a team from the Collett projects, heavy lifting and

marine division oversaw the loading of the cargo from the girder bridge to a vessel, for its final part of the journey to Antwerp.

Nathan Taylor, Expeditors ocean export manager, said, "Having worked with Collett Transport over a number of years on heavy haulage and heavy project moves, we find them to be a very knowledgeable, experienced and professional company. Collett Transport will always rise to the challenge and complete any project efficiently, and with the addition of the newly acquired girder bridge, continue to push the boundaries of the heavy transport industry. We hope to continue to develop our working partnership in the future and look forward to working with Colletts again soon."

Eric Crosby, Collett Transport projects director, said, "Our relationship with Expeditors is a valuable asset to Collett. We pride ourselves on our ability to complete all transport and freight forwarding projects quickly and effectively, and our continued work with Expeditors reinforces our expertise within the industry. We are delighted to work together with Expeditors on this exciting first transportation employing our new STB 550 girder bridge, which is currently unrivalled throughout Europe, and we look forward to many more exciting jobs in the future."

Once at the Port of Goole the steel casting was lifted from the girder bridge and loaded onto a vessel, ready for its final part of the journey to Antwerp





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The Barge Master heave compensation system in operation in the North Sea

Deep waters



Work in the offshore lifting sector is being carried out in deeper and increasingly remote waters. This asks for a different type and size of offshore equipment.

LAURA HATTON
investigates

The current working limit for the offshore industry is around 3,660 metres below sea level. This depth is expected to increase and offshore equipment is already being designed to work to depths of 4,580 m. To meet the demands of working in deep waters, offshore lifting equipment is being designed with higher lifting capacities and more advanced technologies than previous models.

Wolfgang Pfister, Liebherr-Werk Nenzling head of marketing at the Austria-based manufacturer, explains one of the reasons behind the trend, "When oil

was obtained from just a few metres below sea level, one could use comparatively simple upstream methods. The market nowadays requires advanced technology, including control systems, training simulators and active heave compensation systems."

A spokesperson from Dutch crane and offshore equipment manufacturer Huisman adds, "The world's steady demand for oil will increase and may even accelerate the need for equipment that allow exploitation of deep water oil fields. In order to meet these demands, larger, more sophisticated and more reliable subsea cranes are required. We predict to see a shift towards larger modular templates, changing the requirement of subsea installation cranes and subsea maintenance cranes."

The shift towards larger modules is being spurred on by offshore companies as they continue to favour preparing components onshore rather than assembling them at remote offshore locations. This trend for larger components is causing a challenge in the offshore wind turbine market. "Turbines are getting bigger and more difficult to be installed offshore," Wolfgang Pfister explains, "And as a result

>

The RL-K 7500 Litronic manufactured by Liebherr-Werk Nenzling, can lift up to 270 tonnes above the surface of the water and handle loads down to a depth of 3,400 m



OFFSHORE LIFTING

wind turbine companies are looking for alternative ways to install wind turbines.”

A spokesperson from offshore service provider Barge Master adds, “The whole offshore wind market is striving to reduce costs of energy. This requires the whole supply chain to come up with methods to get turbine erection to be done easier, faster and cheaper.

“Using a supply vessel or barge can reduce the costs of installation significantly, especially when wind farms are being erected further offshore. By using the Barge Master platform on a supply barge, components can be lifted off a barge while the component is steady to an earth fixed point. This ensures safe lifting, while the weather window for lifting offshore is increased.”

Latest designs

From Barge Master is the Barge Master T40 motion compensated knuckle boom crane. The crane is designed to lift a load of 5 tonnes at 20 m radius. “The pedestal of this crane contains Barge Master’s motion compensation technology which compensates the wave-induced vessel motions, up to a wave height of 3 metres,” a spokesperson says.

The Barge Master T40 is based on the Barge Master T700, which has a payload capacity of 700 tonnes and is designed to accommodate a crane to lift a load of 160 tonnes at 12 m radius. It can be used to supply components and equipment, including transition pieces, wind turbine components and bridge sections. It can also be used to lift cargo from a vessel onto a fixed structure at sea without having a relative motion between the load and structure. The Barge Master T40 is under



The Palfinger Marine PF 8000 fixed boom crane has an electric winch and manual slewing system

construction and will be installed on Wagenborg’s *Walk to Work* vessel by the end of 2014, a spokesperson added.

The latest design of offshore crane from Huisman is a rope luffing knuckle boom crane. A spokesperson from Huisman says, “We have started production of this crane. It combines the advantages of a fixed boom crane, being its superior reach and capacity, with the advantage of superior load control of a knuckle boom crane.”

The AHC crane is a combination of luffing crane and a traditional knuckle boom crane, a spokesperson said. It has a main hoist system, a patented anti-twist device, and an electric drive system.

“By incorporating a knuckle in the design of the crane it is possible to reduce the pendulum of the hook and, if extended, it can allow for high lifting heights,” the manufacturer said. “The

The Liebherr CAL 45000-1200 Litronic crane, picture here on the *Vidar*, is a crane around the leg (CAL) design



main hoisting system comprises a traction and storage winch system and a separate heave compensation system. This means both lifting and lowering and heave compensation can occur simultaneously with no performance interdependency, resulting in a better overall system performance and increased safety. A failure in main hoisting system will not affect the heave compensator or the other way around.”

Also from Huisman is the 300 tonne capacity pedestal mounted crane and the 3,000 tonne offshore installation mast cranes, an example of which is onboard EZRA’s *Lewek Constellation*. The largest

The Barge master T40 is the latest development from Barge Master



Huisman’s 900 tonne rope luffing knuckle boom crane





offshore installation crane from Huisman is the 10,000 tonne capacity tub mounted design, which was reported in *IC* page 6 April 2014.

Heavy lift cranes

Another heavy lift crane on the market is the *Conquest MB 1* heavy lift crane barge with Spacelift MC 35000 DLS mobile marine crane from Conquest Offshore.

OFFSHORE LIFTING

The vessel has a barge deck area of 36 x 136 m, with a free deck space of 3,700 square metres. The 1,400 tonne Spacelift MC 350000 DLS crane has a 63 m heavy duty main double boom (with additional 12 m hoist beam) or up to 130 m as a single boom. In addition it has a dynamic load system (DLS) and is mounted on a pedestal foundation with a self-supporting foot frame. It is fully rotatable, has an automated heel and trim compensation system and 450 tonnes of counterweight. The crane has a power recovery system, which recovers 30 % of the energy when lowering the load. The main hoist has two 630 kW winches, which generate a lifting speed of 1.5m per second.

A spokesperson from Conquest Offshore says, "The DLS, designed to improve the load capacity of the crane, has a 1,000 tonne capacity and the counterweight of the crane is 450 tonne. The DLS consists of four hydraulic jack cylinders on the back of the crane which are placed with bogies on an 18 m diameter ring. The cylinders pull when a load is lifted and push when the crane is stationary to balance the counterweight. Together with the base structure of the crane, this generates enough power to perform the heavy lifts. This crane design reduces the ring bearing moment and minimises wear and tear on the bearing."

New from Liebherr-Werk Nenzing is the heavy lift offshore crane CAL 45000-1200 Litronic. It is designed as a crane around the leg (CAL) design and can rotate around one of the four jack-up legs of the vessel, >

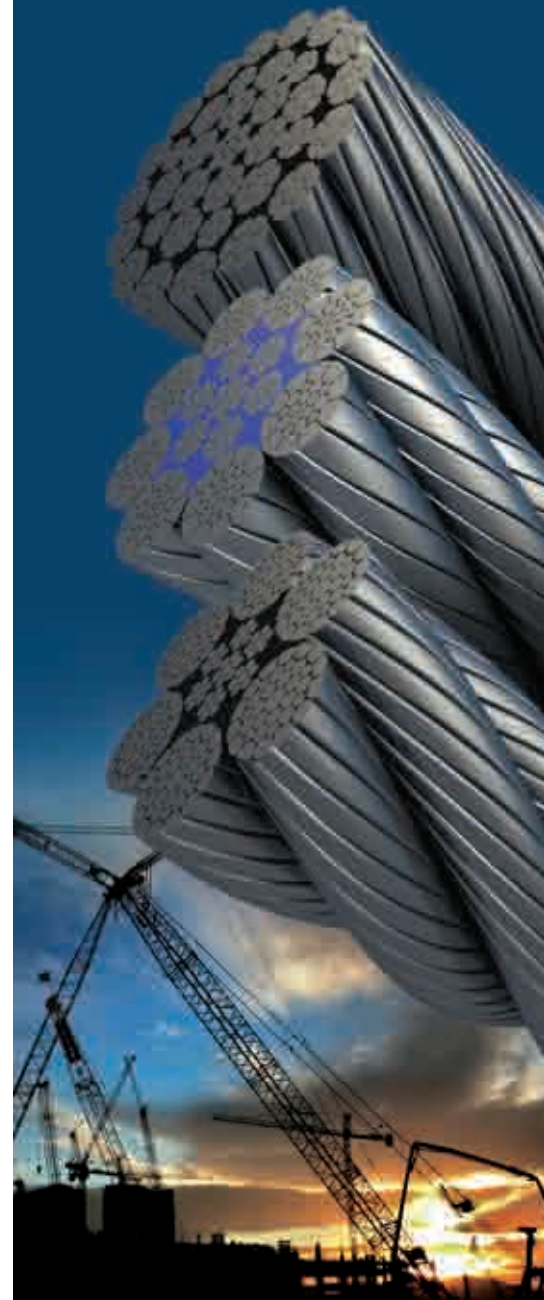
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TECHNOLOGIES AND TRAINING

The latest generation of larger models and platforms, combined with the trend for working in deeper waters is having a direct impact on how operators in the offshore sector work, especially when lowering loads in the splash zone. A spokesperson from Huisman explains, "Operators are becoming more aware of the challenges involved with safely lowering through the splash zone, but as subsea templates become heavier and more voluminous, these challenges become more serious."

To help overcome these challenges, Huisman offer a splash zone heave compensation system, which has been incorporated into its existing heave compensation system. "This system acts as a shock absorber while lowering the load through the splash zone, reducing forces acting on the load and crane to up to 80 to 90 %," a spokesperson explains.

Other technologies aimed to assist operators and to increase safety while working offshore include motion compensated platforms. Barge Master, for example, has developed its Barge Master platform, which makes it easier to install the latest generation of modules.

A Barge Master spokesperson explains, "All structures, large or small, require some small work to be done on for preparation of the large structures to be installed. When using a heavy lift vessel for the installation of the large structure, a smaller vessel with the Barge Master can safely prepare all platforms. One vessel can remain in situ for the installation, where smaller vessels with a Barge Master can be used to supply components. These will be motion compensated while lifted off the supply vessel, to reduce risks and damage."

Liebherr-Werk Nenzing is also developing new systems to assist crane operators. It has begun developing crane simulators (LiSIM) to prepare crane operators and maintenance personnel for their work on site. "This helps to increase safety offshore and educate fresh personnel in a controlled environment," a spokesperson from Liebherr says.

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COSTA CONCORDIA RECOVERY

One of the latest projects for Conquest Offshore was the salvage of the *Costa Concordia* cruise ship. "The project was to turn the vessel upright, refloat it and tow to Genoa port," a spokesperson explains, "It is widely regarded as one of the largest salvage jobs in maritime history, with total salvage costs expected to reach around €1.5 billion [US\$ 1.8 billion]"

The *Costa Concordia* has a gross tonnage of 114,137 and is 290 m long. American-owned Titan Salvage and Italian marine contractor Micoperi were awarded the project to remove the ship from Giglio Island. The project was a joint venture between Conquest Offshore, Concordia Offshore, Paul van Es Holding BV and Zwagerman Offshore Services.

One of the cranes was the *Conquest MBI*. It was fitted with an 8,000 cubic metre capacity ballast system and a fully-automated anti-heeling system. With the ship upright, the luffing crane lifted 19 sponsons on the *Costa Concordia's* sides. The sponsons, the heaviest of which was 850 tonnes, were filled with seawater and then emptied during the refloating operation.



reducing the obstruction area to 12 m. A version is installed on the vessel *Vidar*. "The special twin-boom design means that two booms run parallel to each other at a distance of 14 m," a spokesperson from Liebherr-Werk Nenzing says, "This allows the boom to be parked over one of the vessel's front legs and prevents the crane from obstructing free space on deck which can then be used for loading the vessel." The first task for the crane was to help install wind rotor stars at the Global Tech I Wind Park in the North Sea between the UK and continental Europe.

From Palfinger Marine is the PF 8000. The crane has an electric winch, fixed boom and manual slewing, all of which were requests from client Dong Energy. It has corrosion protection and an outreach of 2.9 m. An order was placed with the manufacturer to help at the Gode Wind Farm projects 1 and 2, off the German coast. It is a service crane and will be mainly used for lifting spare parts and tools from support vessels to the transition platform. The wind farms are expected to be fully commissioned in the second half of 2016. With a total of 97 turbines, Gode wind farm will supply green energy for approximately 600,000 German households (582 MW).



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The *SylWin Alpha* platform will serve as a converter for the DanTysk, Sandbank and Butendiek wind farms

Heavy lifting and transport specialists ALE and Mammoet helped move and install a 14,000 tonne power platform in the North Sea. IC reports



The North Sea giant

The *SylWin Alpha* power platform, built by Siemens, weighs 14,000 tonnes and measures 83 metres long, 56 m wide and 26 m high. The main contractor for the installation of the platform was Seaway Heavy Lifting.

The *SylWin Alpha* was transported aboard the *Nordic Giant 101* cargo barge from its fabrication site in Warnemünde, Germany, to the North Sea, where it was constructed on board the barge. The platform was then fitted with ballast and a monitoring control system.

Its size and weight meant that the platform was moved from the pontoon to the jacket using a float-over method. Space was a challenge during this part of the project and the team from UK-headquartered ALE had to split the ballast inlets across three of the nine 2 m wide entrances. One entrance was used to install eight 24 PS pumps and

four 10 PS pumps under the platform and route out for the de-ballast, a spokesperson added.

Barnaby Mills, ALE engineering manager for the project, said, "Our ballast systems are designed individually for each unique project. They are determined by the barge layout and deck supports. We found that this project was particularly challenging for both the engineering and operational teams as there was limited space underneath the platform. Bespoke lifting frames, pipe clamps and a protect frame were produced specifically for this project.

"The ballast system delivered 14,000 cubic metres per hour of ballast water at the critical stage of the float-over installation for load transfer from the barge to the preinstalled jacket legs. We were really proud of the team's efforts to achieve this."

Once the platform was in position, maritime service provider Dockwise installed the platform onto the legs of the jacket. Mammoet then used strand jacks to lift the platform 15 m to its final position on the jacket.

Erik Kroes, manager operations special devices at Mammoet, explained, "Mammoet devised a time-saving method for this project that allowed fast installation and removal of the strand jacks."

Prior to the operation at sea, 44 Mammoet strand jacks, each with a capacity of 900 tonnes, were installed on top of the six platform legs. A new way of securing them allowed much faster removal. Elevation took one day and strand jack removal one week. "All in all, the Mammoet approach has saved at least nine days, allowing the platform to be commissioned much earlier," said Kroes. ■



Mammoet's strand jack system installed on the platform legs

ABOUT SYLWIN ALPHA

SylWin Alpha is a converter for the DanTysk, Sandbank and Butendiek wind farms, which together have the capacity to generate 864 megawatts of electricity. The *SylWin Alpha* platform transforms alternating current generated by the 240 wind turbines on the farm into direct current. The energy is then transmitted through a 160 km long seabed cable and a 45 km long underground cable to an onshore high-voltage station in Büttel, Germany.

The pros and cons of lifting beams

Recent articles in this series have explained the differences between spreader bars and lift beams. Here MARCO VAN DAAL moves on to discuss the merits of the latter

The previous few issues of *International Cranes and Specialized Transport* have highlighted the main differences between lift beams and spreader bars.

A primary difference is that spreader bars are generally lighter in design because they are only exposed to compression forces, that is, if they are properly designed. Their modular design means that struts or inserts can be added to make them suitable for multiple applications.

It may have left the impression with the reader that spreader bars are the rigging tool to have and why bother even looking into lift beams with all their disadvantages. This thought may be true for some situations. There are, however, many situations and applications where a lift beam is simply the only rigging tool that can do the job.

This article, the last one in the series on bars and beams, covers a number of these applications.



Figure 1

ABOUT THE AUTHOR



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

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

Van Daal has a real passion for sharing knowledge and experience – the primary reason for the seminars he holds around the world.

Advantages of lift beams

Lift beams, although generally more tedious to design and build (a considerable amount of engineering goes into designing a lift beam), are an extremely valuable tool when it comes to repetitive lifts where size, shape and weight tend to vary little.

Figure 1 shows such an application of the lifting of a nacelle for wind turbine. Wind farms are built all over the world, the rigging including the lift beam, is shipped with the equipment to the destination.

Using a lift beam in such situations makes the execution easier as it is a fool proof method. There is no changing of length involved or keeping track of bolts and nuts. An added benefit in this scenario is that the lift beam can be used by the shipping company to lift the nacelle



Figure 2

on and off the ocean going vessel. Again, this eliminates that “others” have to design a rigging proposal that is never as good as the lift beam that is designed to do this job over and over again.

Different design

This brings us to an interesting difference between spreader bars and lift beams. As spreader bars are, by design, versatile and multifunctional, it makes them vulnerable as well.

The versatility means that this rigging tool can be taken apart and put back together in a different length and with different top and bottom rigging to suit the next lift. This automatically means it can be applied incorrectly if the user does not know the implications of, for example, using the following:

- an insert that is too long for the weight that is lifted
- bottom slings are not vertical but angled, thereby introducing additional compression force to the centre tube
- top slings that have been made shorter due to limited headroom with the result of (again) introducing additional compression force
- using “home made” inserts of an unknown or questionable steel grade to make up the required length.

In addition, spreader bars are much less suitable to cope with a centre of gravity that is not in the centre of the load. In such cases slings of different lengths have to be used, or shackles need to be added to one side of the spreader.

In short the inexperienced rigging



Figure 3

engineer can set himself up for an unwanted situation if he is not aware of the potential implications as mentioned above. In addition, when shipping spreader bars with inserts, it is necessary to keep track of various end caps, drop links, slings, shackles and nuts and bolts from the spreader set.

Depending on where in the world it is shipped and depending on the organisation of the rigging or site crew, this could be a challenge. A fixed lift beam with fixed rigging may be a better solution.

Lifting with limited head room is an application that a spreader bar can simply not perform, it is not made for that purpose. A lift beam however, is perfectly suitable for this. The accuracy of the CoG determines how little headroom is required. Refer to earlier articles in *The Knowledge* series.

Figure 2 shows a lift beam arrangement that coped with both limited headroom as well as an offset centre of gravity. A single 650 ton capacity strand jack was used to lift this 300,000 pound (136 tonne) reactor vessel head. As you can see, the lift beam has been fitted with holes where lifting tackle can be attached.

So what if you want to have the best of both worlds; the no hassle solution of a fixed lift beam with the versatility of a spreader bar. Even this is possible.

Lift beams, although generally more tedious to design and build, are an extremely valuable tool when it comes to repetitive lifts where size, shape and weight tend to vary little.



Figure 4

Fixed lift beam

The rigging that is present on ocean going vessels is a good example. At sea there is constant motion so changing a spreader bar is not the easiest thing to do. Most vessels have a standard set of rigging gear that is designed and built to suit the capacity of their cranes, the size of the vessel and a wide variety of dimensions.

It often consists of a lift beam designed to lift the biggest and heaviest cargo for that particular vessel. In addition, these lift bars are fitted with add-ons that include additional holes, lugs and trunnions.

Time is money so this rigging is also often designed so that it can be pre-rigged, prior to the vessel arriving in the port. It can be picked up from its storage place and is ready to be attached to the first package.

It goes without saying that when working with such tools, the engineers, riggers and rigging engineers should be well trained in applying the correct configuration.

Figure 3 shows a three lift beam arrangement for lifting a vessel. The lift beams are designed in such a way that not a single shackle is needed for this scenario, except where the rigging terminates at the cargo. This is more often than not outside the control of the transport or lift company. The slings wrap around the various trunnions. Even at sea this is an easy rigging application to build. What can also be noted (it is a bit difficult to see) is the offset centre of gravity of the vessel. The top lift beam is not being used symmetrically.

Figure 4 shows a perfect example of a lift with an extreme offset in the centre of gravity, yet the lift beams with a correctly designed rigging arrangement can lift this cargo without any problems.

It should be noted that when lifting cargo with an offset centre of gravity, or with a limited head room (using short or no top slings), the stability of the load becomes a concern. This, however, is a topic for a different article.

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Crane manufacturer
Comansa Jie at the Bauma
China show in 2012



Shanghai showcase

With nearly 3,000 exhibitors from 40 countries booked to exhibit, attendees are certain to find new products of interest at Bauma China 2014. IC previews the show



FURTHER INFORMATION

BAUMA CHINA 2014

International Trade Fair for Construction Machinery, Building Material Machines, Construction Vehicles and Equipment

25 TO 28 NOVEMBER 2014

Shanghai New International Expo Centre
Tuesday to Thursday: 09.00 to 17.00
Friday: 09.00 to 15.00

BAUMA CHINA 2014

SHANGHAI NEW INTERNATIONAL EXPO CENTRE (SNIEC)
2345 Longyang Road
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Shanghai 201204

This year's Bauma China, the International Trade Fair for Construction Machinery, Building Material Machines, Construction Vehicles and Equipment, takes place from 25 to 28 November 2014 at the Shanghai New International Expo Centre (SNIEC) in Shanghai.

The 2014 event is already expected to break records set in 2012 at the last Bauma China, which saw 2,718 exhibitors, 177,080 visitors and 300,000 square metres of exhibition space.

Collin Davis, exhibition group director at the event organiser, Messe München (MMI), said, "More than 2,800 companies from 38 countries have signed up to exhibit. That's already more than at the last Bauma China. Also, we are again seeing a high level of interest from international participants."

Xu Jia, MMI Shanghai deputy managing director, added, "Bauma China not only provides an international platform for exhibitors and visitors from all over the world to communicate, to do business and to build sustainable success, but also promotes the development of the Chinese

construction machinery industry. The successful history of Bauma China in the past ten years has also witnessed the sustained prosperity of the Chinese market and led to the take-off of the Chinese construction machinery industry."

This year the event will once again be held over 300,000 square metres of indoor and outdoor exhibition space. There will be nine country pavilions from Austria, Finland, Germany, Great Britain, Italy, Korea, Spain, Turkey and the USA. A provisional list of the exhibitors registered to date is available for download at www.bauma-china.com/en/database

Crane manufacturers already announced as exhibitors at the show include: Liebherr, Sany, Tadano, Chengdu Kobelco Cranes, Taian Furukawa Unic Cranes, XCMG, Zoomlion, and Hitachi Construction Machinery Shanghai. For the full list of exhibitors see www.bauma-china.com

New towers

Tower crane manufacturer Comansa Jie, a subsidiary of Linden Comansa in China, will be at the show. It will launch a new tower crane, the details of which were yet to be revealed, at the time of writing. The new crane will be erected on a 4.5 metre folding cross-base. A slewing part, with the hoisting and slewing winches, will be also exhibited on ground level, a spokesperson added. Demonstrations will be carried out

BAUMA CHINA PREVIEW

at the show using remote controls.

Comansa Jie has also announced that it will be expanding its Chinese factory in Hangzhou by 38,000 square metres. Andy Huang, Comansa Jie general manager, said, "The new model will improve our range and will allow us to have a better share in large markets like China or India. During the last Bauma China in 2012, we received orders worth approximately US\$ 8 million, which was fantastic. We hope that the new crane will help us to achieve a similar success in the 2014 show."

In addition to representatives from Comansa Jie, a sales team from Linden Comansa in Spain will also be at the show.

Crane manufacturer Manitowoc will launch two new Potain flat top tower cranes. One will be the MCT 205. Capacity is 10 tonnes and it can lift 1.75 tonnes at the end of its maximum 65 m jib. The complete upper works of the model can be assembled in four lifts. In addition, the full 65 m jib can be placed in a single lift. For easy transportation, three jib sections are able to fit inside a standard container, a spokesperson adds.

The second new Potain flat top crane on show will be the MCT 85. It has a 5 tonne capacity and can lift 1.1 tonnes at the end of its maximum 52 m jib. For transport the

On show will be
a 5 tonne capacity
Potain MCT 85



entire top portion of the crane can travel on two trucks, the manufacturer said. For easy assembly the upper works can be connected in two sections. In addition, the MCT 85 can be operated as an internal climbing crane. It is mounted on 1.2 m mast sections and has a free-standing height of 33.2 m. Both models are manufactured at the company's Zhangjiagang plant in China.

Leong Kwong-Joon, Manitowoc Cranes regional product manager for tower cranes, said, "In China and across the rest of Asia, we're seeing contractors wanting to place

more tower cranes on job sites to accelerate construction schedule. Because topless [flat top] cranes have no cat head at the top, it's easier to overlap them and overall crane working heights don't need to be so high. Topless cranes are also faster and easier to erect. As a result, we expect strong interest in the new MCT 205 and MCT 85 cranes at bauma China."

Mobile cranes

On show from Liebherr will be the six-axle LTM 1300-6.2 wheeled mobile telescopic

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crane. The model was unveiled at the 2013 Bauma exhibition in Munich, Germany. It has a 300 tonne capacity, a 78 m telescopic boom and its single engine design uses a mechanical shaft drive from the carrier to the upper works to drive the hydraulic pumps for crane operation.

On show from Manitowoc will be an 80 tonne capacity Grove RT890E rough terrain crane. It has a 43.2 m main boom and a reach of 72.5 m when configured with a jib extension. Teo Yew Boon, Manitowoc product manager for mobile cranes Greater Asia-Pacific, said, "The RT890E is popular on industrial sites across China for its ability to deliver consistent performance, even in the toughest landscapes."

An 80 tonne capacity Grove RT890E rough terrain crane will also be on display

Maintenance is straightforward, and the crane delivers more than its competitors in terms of capacity, reach and power."

From Chinese manufacturer Sany will be the 220 tonne capacity STC2200 truck crane, which has a boom length of 68 m, a lifting height of 68.5 m and a 36 m long flexible luffing jib. Also on show will be the 600 tonne capacity SAC6000 all terrain crane. The 8-axle model has a 7-section 90 m boom, luffing jib up to 90 m and a lifting height up to 136 m with a tower jib, the manufacturer said. It has a 165 tonne counterweight less than 2.3 m wide, the manufacturer added.

New in the crawler crane category is the 135 tonne capacity Sany SCC1350E. It has an 80 metre boom and, when fitted with a luffing jib, reach is up to 91 m. The crawler has a transport weight of 32.8 tonnes and a transport width of 3 m. Also on show from Sany will be the SQH350 dynamic compaction machine. This equipment, similar to a heavy duty lattice boom crawler crane, has been gaining a higher profile in China in recent years. The machine has pit measurement and construction data management functions.

For further information visit www.bauma-china.com



The 8-axle Sany SAC6000 all terrain crane has a 600 tonne capacity and a 7-section 90 metre boom



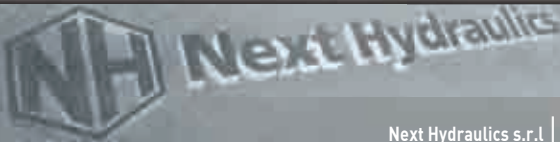
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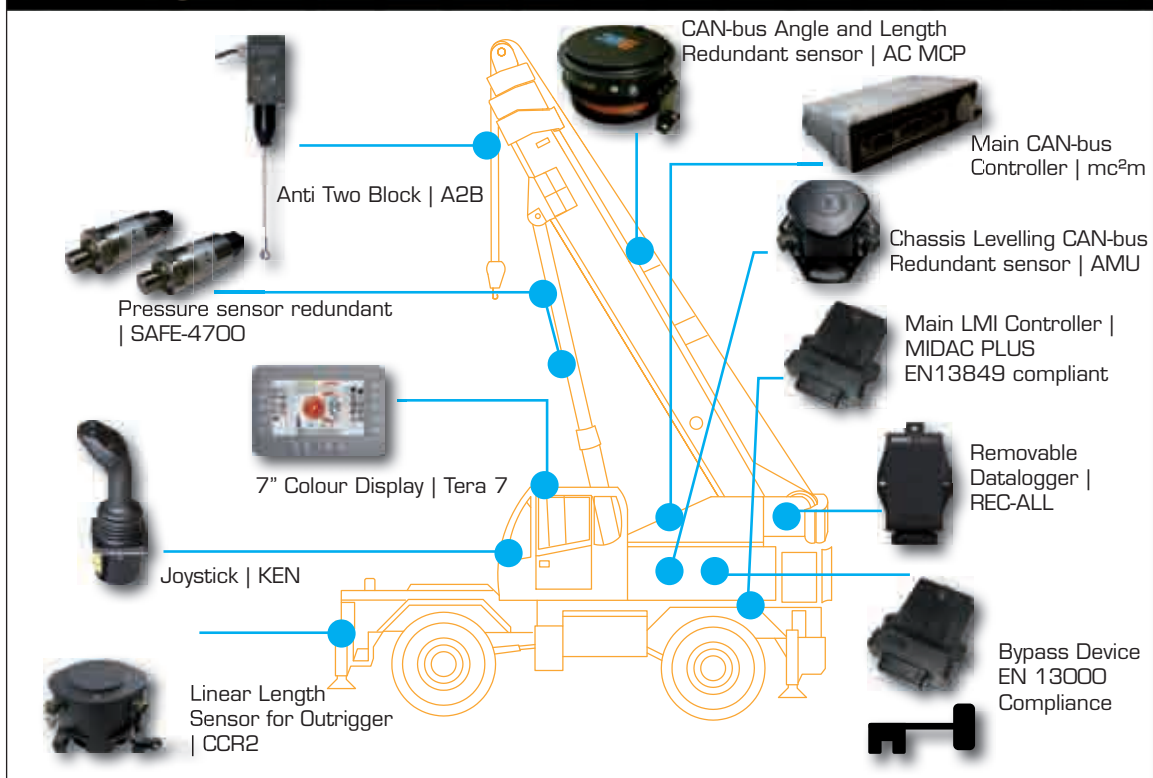


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Stinger sections

Assembling a stinger for an offshore construction vessel was a challenge met by Aertssen Kranen using lifting and specialized transport equipment. IC reports

Crane and transport service provider Aertssen Kranen from Belgium was contracted to help build and install a stinger for the offshore construction vessel *Pieter Schelte*, which is being built by Daewoo in South Korea for contractor Allseas. Lemants is the client.

The *Pieter Schelte* will be 382 metres long and 124 m wide. It is an enormous twin-hull vessel designed for installing and removing, in a single lift, the

The stinger will be installed on the bow of the *Pieter Schelte*



The parts for the stinger weigh upwards of 100 tonnes to more than 500 tonnes



The main tasks for the cranes include placing steel and lifting the steel structures to assemble the main steel construction

topsides of offshore platforms weighing up to 48,000 tonnes and jackets to 25,000 tonnes, for large offshore oil and gas platforms. The vessel will also be equipped for laying large pipelines, for which the stinger is used. Final assembly

of the *Pieter Schelte* will take place in the inner lake of Maasvlakte, Alexiahaven in the Port of Rotterdam, Netherlands.

For the assembly, a special pit will be dredged. The 65 m long beams of the topside lift system will be installed there. The lifting beams are being built in Italy and will be transported by ship to the Netherlands.

Team effort

The stinger, under construction in Vlissingen, Netherlands, will be installed on the bow of the *Pieter Schelte*.

The smallest sections weigh around 100 tonnes and the largest are more than 500 tonnes. Aertssen shipped them by

The 300 tonne capacity Grove was configured to give an 80 m reach, while the two 500 tonne capacity AC 500s were configured with 90 m luffing fly jibs, superlift attachments and 7-sheave hook blocks. The 700 tonne capacity Terex AC 700 was set up with a luffing fly jib, superlift attachment and 7-sheave hook block



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pontoon from the construction yard in Antwerp, Belgium, to Vlissingen. The parts are loaded and offloaded at the ports using roll-on roll-off operations with self propelled modular transporter (SPMT) supplied by Roll-iT, a subsidiary of Aertssen Kranen.

Additional axles and power pack units were delivered by partner Fahrenholz.

The latest section moved was 48 m long, 18 m wide and 24 m high. This section was lifted into position using a Titan crane. Most of the parts, however, were lifted using all terrain cranes, including a Terex AC 700, two AC 500s and a 300 tonne Grove GMK6300L.

The 300 tonne capacity Grove was configured to give an 80 m reach, while

the two 500 tonne capacity AC 500s were configured with 90 m luffing fly jibs, superlift attachments and 7-sheave hook blocks.

The 700 tonne capacity Terex AC 700 was set up with a luffing fly jib, superlift attachment and 7-sheave hook block. Scheuerle SPMT transported the sections on and off the vessels.



Global focus

The main tasks for the cranes include placing steel, pouring concrete and lifting the steel structures to assemble the main steel construction.

Allard Castelein, chief executive of the Port Authority, said, "The construction of *Pieter Schelte* means a great boost for the maritime industry. We're proud that Allseas is responsible for this innovation and pleased that the port of Rotterdam can make a contribution. It's in line with the Port Authority's endeavour to develop the port further as a centre of the global maritime industry."

The project started in May 2014 and is due for completion in December.

Scheuerle SPMT transported the sections on and off the vessels into position ready for lifting

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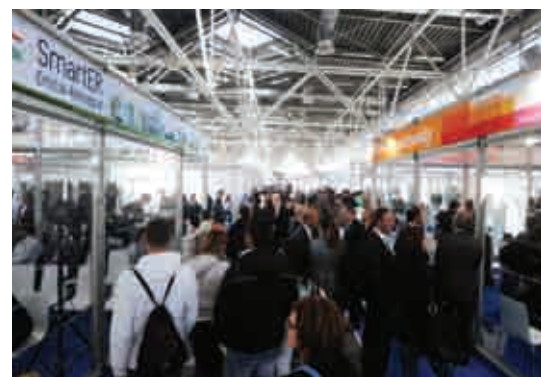
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50th anniversary show



Italian construction equipment exhibition SAIE in October this year includes a number of new events. *IC* previews the show



Exhibition in particular – an event that it hopes will become a major forum exploring the theme of building the cities of the future. It said the idea was to bring together central and local government with the world of innovative businesses, research and universities.

Together they will explore major international case studies and discuss the programmes of the Digital Agenda and European Union development projects, according to Bologna Fiere.

“Rather than just an exhibition, the new SAIE will be an opportunity for training and a meeting point for businesses, professionals and the world of research,” the show organiser said.

In addition, an area of more than 2,500 square metres will be devoted to research, innovation and training. Companies and universities working on the development of high eco-performance systems and technologies will be present in the research area, showcasing new technologies in the fields of construction, seismic retrofit technologies, energy efficiency and new materials.

The SAIE Built Academy will take up the rest of the training area – this is a platform organised by SAIE in co-operation with the National Professional Councils and the Scientific Committee designed to offer a practical response to the need for up-to-date information and training.

At the time of writing in late September an exhibitor list remained unavailable. ■

SAIE AT A GLANCE

WHAT: Construction equipment exhibition

WHEN: 22 to 25 October 2014

WHERE: Bologna Fair Center, Bologna, Italy

TRAVEL TO THE SHOW

By car: Bologna is well connected to the largest Italian cities. The A1 motorway, Autostrada del Sole, links Bologna with Milan, Florence and Rome. The A13 motorway links Bologna with Ferrara, Padua and Venice, while the A14 connects it with Rimini and Ravenna.

By train: Well known as one of the largest Italian rail interconnections, the Bologna station connects Northern Italy with the centre and south of the country. Bologna is connected with high-speed trains to Milan (65 minutes), Florence (37 min), Rome (2 hours), Naples (3 hrs and 45 min), Turin (2 hrs). For further information see the section Arriving from the station and for train times see: www.trenitalia.it

By air: Bologna's Guglielmo Marconi airport is 6 km from the city and is served both by international airlines and low-cost European carriers. The connecting service to and from Bologna airport is provided by the Aerobus which connects the airport with Bologna rail station, running every 15 minutes from 05.30 until 23.00.

FURTHER INFORMATION

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From 22 to 25 October in Bologna, Italy, the SAIE construction equipment exhibition marks its 50th anniversary. Over its long history, the show has borne witness to some dramatic changes in the Italian construction equipment market, not least in recent years, during which the industry has been hit hard by the financial crisis. Sales of construction equipment in Italy have fallen by 80 % in the last six years.

There is, however, “a glimmer of light at the end of this long tunnel” in that a July report from Italian construction equipment trade association UNACEA reported a 16 % increase in sales of construction equipment during the first half of 2014.

SAIE, which is organised by Bologna Fiere, will be a test for this fledgling recovery. A new event for 2014 is the Smart City Exhibition. Others include the Accadueo, an event for water system companies; Saie3, aimed at finishing components; Ambiente Lavoro, devoted to construction site safety; and ExpoTunnel, an Italian underground technologies and major works exhibition.

SAIE highlighted the Smart Cities



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COMMENT

Joel M Dandrea

Careful pursuit



Success in high-growth emerging markets isn't always as absolute as we are led to believe. In fact, it can prove elusive if not addressed with caution and planning.

We are seeing it now across Asia and the Middle East. Investment opportunities in infrastructure have increased in tandem with incomes. International companies have arrived on the scene looking to further develop their global presence.

Surveys suggest, however, that many of these markets are risky, for a variety of reasons. Many of them are defined by obscure regulatory conditions, suspect governmental and institutional integrity, and weak influence networks that could possibly open companies up to a world of legal problems.

Strategy+Business recently noted that "...regulations on international practices in many companies' home countries are getting stricter." They highlighted how the 34 members of the Organisation for Economic Co-operation and Development (OECD), as well as six other nations that are signatories to the OECD Anti-Bribery Convention, "...are increasingly having to enact laws criminalising the bribery of foreign officials."

An important point to remember when dealing in high-growth emerging markets is that, while yes, disposable incomes continue to grow in these countries, it will be a while before their regulatory and institutional conditions mature to a level that modern global companies can feel confident succeeding within them, both productively and legally. *S+B* also pointed out that even "commissions" to political parties are losing their effectiveness, due to an ever-murkier regulatory system being pulled and stretched from all sides. "During a private discussion in one large emerging Southeast Asian democracy, between the billionaire head of the leading chamber of commerce and a newly elected senior economics minister, the chamber head complained that the transition from autocracy to democracy was bankrupting his members because they no longer knew who to pay."

Ultimately, it pays to do your homework before diving in to

high-growth emerging opportunities in today's global marketplace. Remembering these three principles can keep you focused and aligned with success.

- 1 Play well on location:** Some entry-to-business themes are universal and appreciated by all. Others - not so much. Take the time to analyse your plan and account for barriers that will no doubt need to be addressed to find success. Understanding linguistic differences and, especially, local customs, could certainly put you ahead of your competition. You may find that you already possess some solutions to these issues in-house, among your staff. If not, perhaps you look to recruit some individuals who can streamline the transition(s). This may even include adding new directors who are familiar with regional practices.
- 2 Identify the doers:** Figure out who makes the decisions locally and who has influence on the other decision makers. Don't make the mistake of assuming that only senior figures alone will possess such prowess. There might be individuals on various lower levels who have contacts and information that could put you ahead of your competition. Obviously you want to pursue all of this activity in a legal manner. In time, as these types of economies mature, a technocrat-type class of leaders typically emerges, and government, thus development, becomes more transparent and alliance-driven with foreign investors.
- 3 Dress to impress:** Do yourself a favour and make sure both your reputation and your mode of operation, including your vision and your values for this specific endeavour, are in order and aligned with quality associations. It is hard enough to break into these often tight-knit regional markets. You will be scrutinised from top to bottom and the word will be spread accordingly. Don't give a reason to walk away from the table before you've even had a chance to sit down.



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The latest International Crane Stakeholders Assembly meeting focused on issues including operating cranes safely. SC&RA reports



Serving the industry



The ICSA met in March in Las Vegas. Hosts were SC&RA and AEM. Other participating ICSA organisations were CCMA, CICA, ESTA and FEM, with 28 in attendance from six countries

Prior to the start of the 2011 World Crane & Transport Summit, SC&RA officials met representatives from the Crane Industry Council of Australia (CICA), the European Association of Abnormal Road Transport and Mobile Cranes (ESTA), Fédération Européenne de la Manutention (FEM), the National Commission for the Certification of Crane Operators (NCCCO), the Association of Equipment Manufacturers (AEM), and members of Oil and Gas Producers (OGP).

The meeting's primary focus was SC&RA's ongoing concerns about *EN 13000* – the European mobile crane design standard.

In response, the International Crane Stakeholders Assembly (ICSA) was established to facilitate information sharing and meaningful dialogue between crane industry stakeholders on safety, technical, and regulatory issues of concern to the international crane industry.

The ICSA also endeavours to provide an environment for, and encourage the creation of, significant networking

opportunities between industry stakeholders. It is the intent of the ICSA that the promotion of consensus positions on behalf of the crane industry, on issues of common concern, so that ICSA members can make representation to relevant regulatory and/or standardisation bodies will, therefore, promote the harmonisation of international standards. Current members include: AEM, CCMA (China Construction Machinery Association), CICA, ESTA, FEM, and SC&RA.

The group assembles once a year, and plans the meeting around larger events, such as Bauma China, Bauma Germany, or ConExpo USA.

Earlier this year, SC&RA and AEM co-hosted the annual ICSA meeting in Las Vegas, USA, on 7 March. Other participating ICSA organisations were CCMA, CICA, ESTA, and FEM. Twenty-eight members attended the meeting, from six countries.

Beth O'Quinn, SC&RA vice president, recognised the gathering as a continuing opportunity for organisations around

the world to come together and address key issues impacting the crane and rigging industry.

Beth O'Quinn, said, "Just as the member associations intended when they formed the ICSA several years ago, this meeting presented a unique opportunity to bring together international crane and rigging companies with manufacturers to discuss areas of mutual interest and concern."

O'Quinn noted that while regulatory and legislative issues may vary between countries, the issue of operating cranes safely is the primary focus for all involved. "Working together, we are making a difference."

During the all-day meeting last March, users and manufacturers split into two sets of morning sessions, and then reconvened in the afternoon to review key items of importance to the crane industry worldwide. The items included:

- Stability limits
- Crane stability charts
- A guidance document created by ICSA >

for mobile cranes, addressing the issue of leaving mobile cranes unattended in [partially] erected mode

- Ground pressure from wind acting on loads
- Fall restraint/fall arrest anchors on crane structures
- Mobile and tower crane life expectancy
- Standardisation of decals and pictorials by crane manufacturers.

Søren Jansen, ESTA director, presented at the meeting and agreed that the ICSA provides a chance for members and partners around the world to pool knowledge and find solutions.

"The main objectives of ESTA's work are to be found within safety matters and harmonisation of travel rules and regulations for mobile cranes and abnormal road transport worldwide," Søren Jansen said. "Speaking to SC&RA, CICA, etc., gives us, and our partners, access to all their experience and know-how in a lot of different areas, especially, though not only, within safety, where the problems, to ninety-nine per cent, are the same for all of us."

Jansen also felt that a few specific moments represented exclusive value at the meeting. "The development of the FEM document *Safety Issues in Wind Turbine Installation and Transportation* is a document that is now known worldwide – thanks to ICSA," he added. "And comparing regulatory notes relative to the topic of *Lifting Persons with Mobile Cranes* has given all of us a number of new ideas. Additionally, the document *Lifting With Multiple Cranes* and the ICSA document *Leaving Mobile Cranes Unattended in (Partially) Erected Mode* are examples where safety input from all members was essential to the quality of the document or guideline."

Further technical topics discussed at the meeting, in which Jansen alluded to some, were:

- Use of cranes for handling personnel
- Mobile tower crane life expectancy
- FEM 5.022 Work at height
- Update on activities – FEM/ESTA working group on European regulations (an update provided by Jansen)
- Crane capacity number
- Human error – not a technical issue – ICSA guideline or position
- FEM 5.020 – Hydraulic hose
- FEM 5.021 – Lifting with multiple cranes

Also representing ESTA was Ton Klijn at Dutch lifting and transport specialist

Royal Wagenborg. Klijn appreciated the opportunity that the ICSA provides for industry professionals to widen their perspectives on the issues that so many members collectively face. He took a particular interest when it was announced by CICA that Australian authorities had decided to adopt *EN 13000* for mobile cranes.

Ton Klijn said, "This we see as a major breakthrough in the sense that it's the first time a government body has adopted a norm from another continent, and resisted the temptation to alter a few things to give it their own 'flavour'."

"For manufacturers and users in Europe, as well as in Australia, this was an important step – that will also have impact on the resale value of these machines."

Brandon Hitch, at CICA, echoed the sentiment, "The issues that users in the USA and Europe face are often seen in Australia as well. As the crane industry takes on a more global marketplace, it is increasingly important that industry works together to have a common approach. We are seeing this in Australia with the adoption of EN standards for crane design, both with *EN 13000* and *EN 12999*."

Hitch also emphasised the value of collaboration between like-minded industry associations. "The ICSA provides an ideal platform for crane industry users to discuss key matters among other users, and directly with manufacturers," Hitch added. "Reviewing possible solutions, or jointly creating a solution, greatly aids each association."

Robert Weiss vice president at US crane company Cranes, Inc, also representing SC&RA, confirmed Hitch's remarks, noting the endless potential to hammer out solutions to everyday industry problems that is created by the collective.

Weiss said, "I've been struck by how

much can be accomplished when professionals gather face-to-face, put aside their regional differences, and work towards a common goal of improved crane operations and safety."

"It's been eye-opening to discover that many concerns I've considered unique to American users are actually shared by users across the globe."

In addition, William "Bernie" Bernhard, at the AEM, recognised that the discussions and activities at the ICSA impact the crane industry on many levels.

"A perfect example of a global concern is industry pictorials," Bernhard said. "The global crane industry utilises pictorials to communicate safety messages, and it is vital that we use the same pictorials worldwide. This concern is of interest to many of our other AEM committees and the global crane industry."

"Pictorials are a major communication tool for many industries, and are themselves a global language," Bernhard added, "It is vital that we work together on a global basis to insure a safer industry."

Beth O'Quinn couldn't agree more, "This meeting presented a great opportunity to bring together international crane and rigging companies with manufacturers to discuss areas of mutual interest and concern," she asserted.

"As world trade, cultural, and national interaction increase, the ICSA will be the forum to help forge international industry co-operation. We have established the foundation and contacts to serve the industry worldwide, for years to come," O'Quinn added.

The next International Crane Stakeholders Assembly Annual Meeting will be conducted in conjunction with CICA's Annual Conference, 3-6 September 2015, in Perth, Australia. ■

For more information see: www.scranet.org

"I've been struck by how much can be accomplished when professionals gather face-to-face, put aside their regional differences, and work towards a common goal of improved crane operations and safety. It's been eye-opening to discover that many concerns I've considered unique to American users are shared across the globe."

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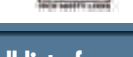


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NEW ANTI-SWAY

System supplier Ruppel Hydraulik, based in Bad Mündel, Germany, has launched an electro-hydraulic anti-sway system.

The system allows exact adjustment for container weight and reduces load sway to a minimum, the manufacturer said.

Gerhard Ruppel, Ruppel Hydraulik company founder and owner, added, "Our new anti-sway system gives us maximum system reliability by combining process-capable hydraulics with the control potential of the electronics. The outcome is much more fail-safe than other solutions, such as purely electronic ones."

The electro-hydraulic sway control system can also save energy, as the crane does not need as much energy for acceleration. Less energy also goes to waste when decelerating, the manufacturer added.

The system is suitable for new crane installations, ship-to-shore systems and rubber tired gantry (RTG) cranes which already have four anti-sway cables.

■ For more information see: www.ruppel-group.de

Underwater hoists from J D Neuhaus

Lifting and handling equipment manufacturer J D Neuhaus has developed a range of subsea hoists with lift capacities from 250 kg up to 100 tonnes. Specialised units with a capacity of 200 tonnes have also been designed, a spokesperson said.

The latest model of subsea hoist is the Profi 6 TI. It is designed to withstand continuous underwater operation

at depths of up to 70 metres and can be supplied for either compressed air or hydraulic operation.

The hoist lift chains provide a 3 m raise or lower capacity as standard for variable load options of up to

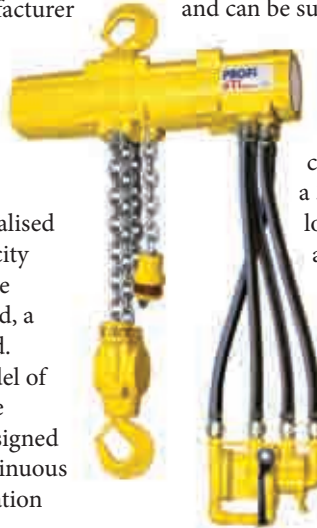
The J D Neuhaus Profi 6 TI hoist is designed for subsea operation

3.2 or 6.4 tonnes, respectively, the manufacturer said. It is also fitted with an overload protection system.

All exposed metalwork is finished with three layers of traffic yellow RAL 1023 marine protective paint.

The hoists are suitable for a wide range of applications, including maintenance and repair functions on jack-up rigs, semi-submersible platforms, drill ships and FPSO vessels.

■ For more information see: www.jdngroup.com



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Designed for the industrial market, the T-Series industrial inclinometer is used for measuring the slope or tilt angles of an object. The sensor is available in a glass fibre reinforced polymer or an AW6082-T6 aluminium alloy housing. It is designed to be robust and suitable for high shock and vibration environments. Output options are 4-20 mA or 0.5 – 4.5 V or CANopen.

The T-Series is designed for tilt measurement applications on industrial equipment, including mobile cranes, forklifts, drilling towers, construction and agricultural machinery.

■ For more information see: www.beisensors.com/inclinometers



Manufacturer of speed and position sensors, BEI, has launched a new inclinometer series

NEW HOISTS FROM LOADFAST

Manufacturer of material handling products LoadFast, based in Scotland, UK, has launched a range of construction hoists.

Capacity is 3.2 tonnes at 6 metres from the building edge. They have new winch and boom drive systems, and can lift faster in higher lift applications, the manufacturer said. The drive systems are enclosed and there is remote control. A low friction boom bearing system helps reduce the power requirement and hoist ropes can be up to 250 metres as standard.

Debby Fuller, LoadFast managing director, said, "We actively listened to our customers and responded to their needs. They wanted units that could easily be repositioned in buildings without the use of other lifting equipment, allowing reduced costs and complexity. The modular hoist required a ground up re-design to reduce its size whilst improving it in a number of areas. The team delivered from concept to successful testing in just 12 weeks."

■ For more information see: www.loadfastsystems.com

New Loadfast hoists lift up to 3.2 tonnes at 6 metres outreach



Columbus McKinnon Corporation introduces RFID technology

US manufacturer of material handling products, Columbus McKinnon Corporation, has introduced CM Smart ID, a radio frequency identification (RFID) technology on its hoists and rigging products. The CM Smart ID is available as standard on all CM Bandit ratchet lever hoists for the US market. Product information can be uploaded and stored on the CM Smart ID Cloud, allowing data to be accessed at anytime, a spokesperson said. The system was developed in partnership with

RFID supplier InfoChip.

Tim Lewis, CM product manager rigging products and manual hoists, said, "With InfoChip technology, we ensured our chips were durable and reliable in even the harshest environments and that our pre-associated product information could be easily

accessed for free by customers, whether they're in the office or out in the field."

■ For more information see: www.cmworks.com

CM Smart ID radio frequency identification (RFID) technology





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IN THE KNOW



This issue's picture of the month is an oil painting by Marissa Mardon, an artist based in the South East of the United Kingdom. The painting, *Above Blue Boar Creek*, is of a 200 tonne harbour crane, built in 1957, at Cory's Wharf on Rochester Riverside. The 10 tonne capacity crane was one of a pair used for unloading cargo for a cement works. After being dismantled in 2006 the crane was reassembled and erected at the edge of Blue Boar Creek.

© Marissa Mardon

PEOPLE NEWS



■ Tandemloc has appointed **RANDALL HOEFT** as a design engineer to help with the

development and introduction of below-the-hook lifting devices. Hoeft has more than 26 years experience of below-the-hook equipment. In his new role he will be principal staffer and office manager of the new Tandemloc product design office in Janesville, Wisconsin, USA. The new offices are due to be opened soon, a company



spokesperson said. Randy will report to **JON LAMROUX**, Tandemloc's new product

development manager, helping expand new product development initiatives.

■ Manufacturer of overhead electric cranes and hoists, American Crane & Equipment Corporation, based in Pennsylvania, USA,



has appointed **KAREN NORHEIM** as executive vice president. In her new position, Norheim

will support the president in overseeing all company operations. Jobs will include a focus on continued expansion, growth and long term strategy, a spokesperson added. Prior to her new role, Norheim was vice president of marketing and information technology, carrying out marketing activities and established network and computer systems. Norheim studied at Pennsylvania State University and earned a Master's Degree in Information Science and a Master's Degree in Business Administration. Norheim has also worked in web development.

■ At Slingmax in the USA **GREGORY D'ELIA** has joined the sling company as engineering manager. D'Elia holds a degree in mechanical engineering from Penn State University and

has nine years of cordage industry experience, working with high strength aramid and HMPE (high molecular weight polyethylene) fibres. A recent project was his designs for the high performance fibre guy ropes used to hold the spire in place at the One World Trade Center building in New York. Scott Germain, Slingmax CEO, said, "We were searching for an experienced engineer to enhance our industry leading innovations. Greg will use his proven skills and experience to improve our product designs, develop new product applications and also provide support for our dealers."



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



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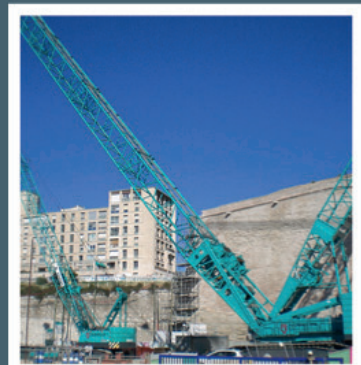
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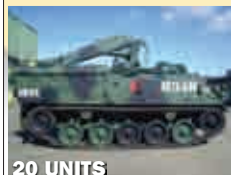


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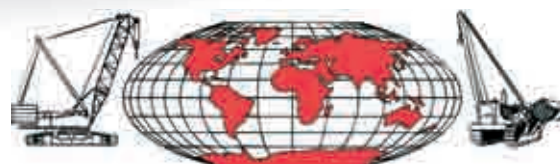
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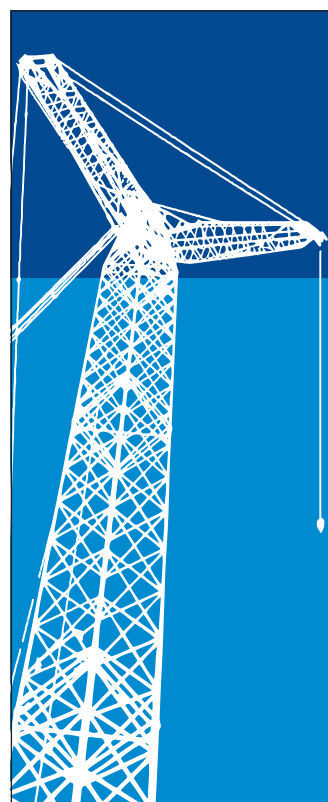
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300 t	Grove GMK 6300L	NEW!

CRAWLER CRANES

250 t	Kobelco CKE 2500G	2013
600 t	Terex-Demag CC2800	2012
600 t	Liebherr LR 1600/2	2009
650 t	Terex-Demag SL3800	2014
650 t	Terex-Demag SL3800	NEW!

750 t	Liebherr LR 1750	2014
1250 t	Terex-Demag CC6800	NEW!

ROUGH TERRAIN CRANES

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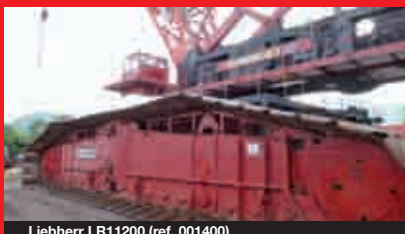
MAMMOET

Used equipment

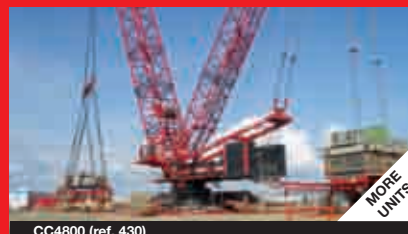
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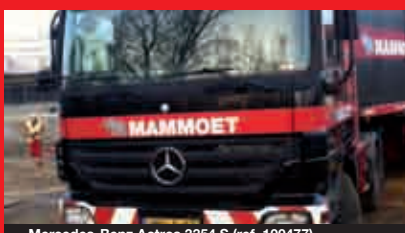
450T Grove GMK7450 (ref. 001693)



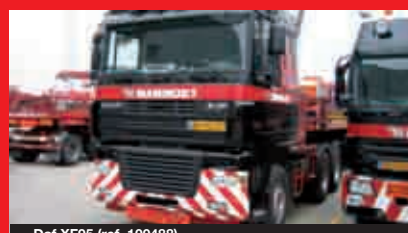
MAN M1014 8x8 (ref. 100503)



800T Demag RK 8500 (ref. 000910)



Mercedes-Benz Actros 3354 S (ref. 100477)



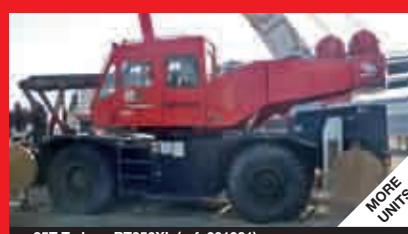
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TELESCOPIC AT-CRANES						
Capacity	Manufacturer	Type	Year	Drive/Steering	Boom/jib (m)	Delivery
500 t	Demag	AC 500-1 SL	2000	16 x 8 x 14	56 / 90	direct
300 t	Liebherr	LTM 1300	1996	14 x 8 x 10	60 / 42 / 70	direct
300 t	Demag	HC 810 SL	1984	14 x 6 x 10	52 / 54	direct
250 t	Demag	AC 665 SL	1996	12 x 8 x 8	58 / 22 / 65	direct
200 t	Grove	GMK 5200	2002	10 x 8 x 10	60 / 36	direct
160 t	Liebherr	LTM 1160	1986	12 x 8 x 8	45 / 20	direct
120 t	Grove	AT 9120 E	1997	10 x 6 x 8	48,7 / 17,7	direct
110 t	Faun	ATF 110 G-5	2008	10 x 6 x 8	52 / 16,2	direct
100 t	Grove	GMK 5100	2002	10 x 8 x 10	51 / 18	direct
90 t	Faun	ATF 90 G-4	2008	8 x 6 x 8	51,2 / 18 / 2	direct
80 t	Demag	AC 80-2	2003	8 x 6 x 6	50 / 17	direct
80 t	Demag	AC 80-1	2001	8 x 6 x 6	50 / 17	direct
70 t	Liebherr	LTM 1070-4.1	2006	8 x 6 x 8	50 / 16	direct
70 t	Grove	GMK 4070-1	2000	8 x 6 x 8	38,1 / 16	direct
60 t	Liebherr	LTM 1060	1983	8 x 8 x 8	35 / 18	direct
55 t	Grove	GMK 3055	2006	6 x 6 x 6	43 / 15	direct
55 t	Liebherr	LTC 1055-3.1	2005	6 x 6 x 6	36 / 7,8	direct
40 t	Demag	AC 40-1 City	1999	6 x 4 x 6	31,2 / 13	direct
35 t	Liebherr	LTM 1030/2	2002	4 x 4 x 4	30 / 15	direct
35 t	Liebherr	LTM 1035-3	1989	6 x 4 x 6	30 / 14,5	direct
30 t	Luna	AT 30/27	1989	4 x 4 x 4	27 / 7	direct
30 t	Luna	AT 30/27	1989	4 x 4 x 4	27	direct
25 t	Demag	AC 25/75 City	1998	4 x 4 x 4	25 / 13+1,5	direct

LATTICE BOOM TRUCK CRANES			
Capacity	Manufacturer	Type	Year
115 t	Linkbelt	HC 238	1981

ROUGH TERRAIN CRANES			
Capacity	Manufacturer	Type	Year
36 t	Grove	RT 740	1980

CRAWLER CRANES			
Capacity	Manufacturer	Type	Year
100 t	Liebherr	LTR 1100	2008

MOBILE HARBOUR CRANES			
Capacity	Manufacturer	Type	Year
40 t	Sennebogen	640 M	2000

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60 t	55 t	50 t
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35 t	25 t	ALL CRANES
Grove GMK 2035, 2003	Demag AC 75/25, 1997	ON OUR WEBSITE

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40 t, Demag AC 40, 2005	100 t, Terex AC 100/4L, 2011
55 t, Grove GMK 3055, 2004	130 t, Grove GMK 5130, 2005
55 t, Liebherr LTM 1055-3.1, 2004	

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Grove RT890E, 90 tons, '10-'13, 142' Boom, 33/56' Jib.....	Call
Tadano GR1000XL-2, 100 tons, '11-'13, 154' Boom, 58' jib.....	Call
Grove RT9130E, 130 ton, '10-'13, 160' boom, 36/59' jib.....	Call

CRAWLERS

Demag CC2400, 440 ton, '13, SWSL, 72m+72m	Call
Demag CC2800, 660 ton, '11, SWSL, 84m+84m	Call
Demag SL3800, 715 ton, '14, SWSL, 96m + 84m	Call
Liebherr LR1750, 800 ton, '14, SWSL, 84m + 84m	Call
Demag CC6800, 1,375 ton, '14, SWSL, 96m + 84m	Call

ALL TERRAIN

Liebherr LTM1130-5.1, 130/165 ton, '12, 60m boom, 19m jib.....	Call
Grove GMK5170/5225, 170/225 ton, '11 & '12, 64m boom, 18m jib	Call
Liebherr LTM1220-5.2, 275 ton, '13, 60m boom, 22m jib	Call
Grove GMK6300L, 350 ton, '12, 80m boom, 37m jib	Call
Liebherr LTM1500-8.1 500/600 ton, '12, 50m boom, 91m jib.....	Call



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Grove GMK 3050
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Fauri ATF 70-4
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Fauri ATF 70-4
70 t YOM 1999



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25 t Demag AC 75	1998	4x4x4	25,00m + 13,00m
30 t Liebherr LTM 1030/2	2002	4x4x4	30,00m + 15,00m
40 t Demag AC 40-1 City	1999	6x4x6	31,20m + 13,00m
55 t Liebherr LTC 1055-3.1	2005	6x6x6	36,00m + 7,80m
55 t Grove GMK 3055	2006	6x6x6	43,00m + 15,00m + 2,00m
70 t Grove GMK 4070	1997	8x6x8	38,10m + 16,00m
70 t Grove GMK 4070-1	2000	8x6x8	38,10m + 16,00m
80 t Terex Demag AC 80-2	2001	8x6x6	50,00m + 17,00m
80 t Terex Demag AC 80-2	2003	8x6x6	50,00m + 17,00m
100 t Grove GMK 5100	2002	10x8x10	51,00m + 18,00m
110 t Tadano Faun ATF 110G-5	2008	10x8x8	52,00m + 16,20m
120 t Grove AT 9120 E	1997	10x6x8	48,70m + 17,70m
200 t Grove GMK 5200	2002	10x8x10	60,00m + 36,00m

RT-TELESCOPIC CRAWLER CRANES

100 t Liebherr L 1100	2008		52,00m + 19,00m
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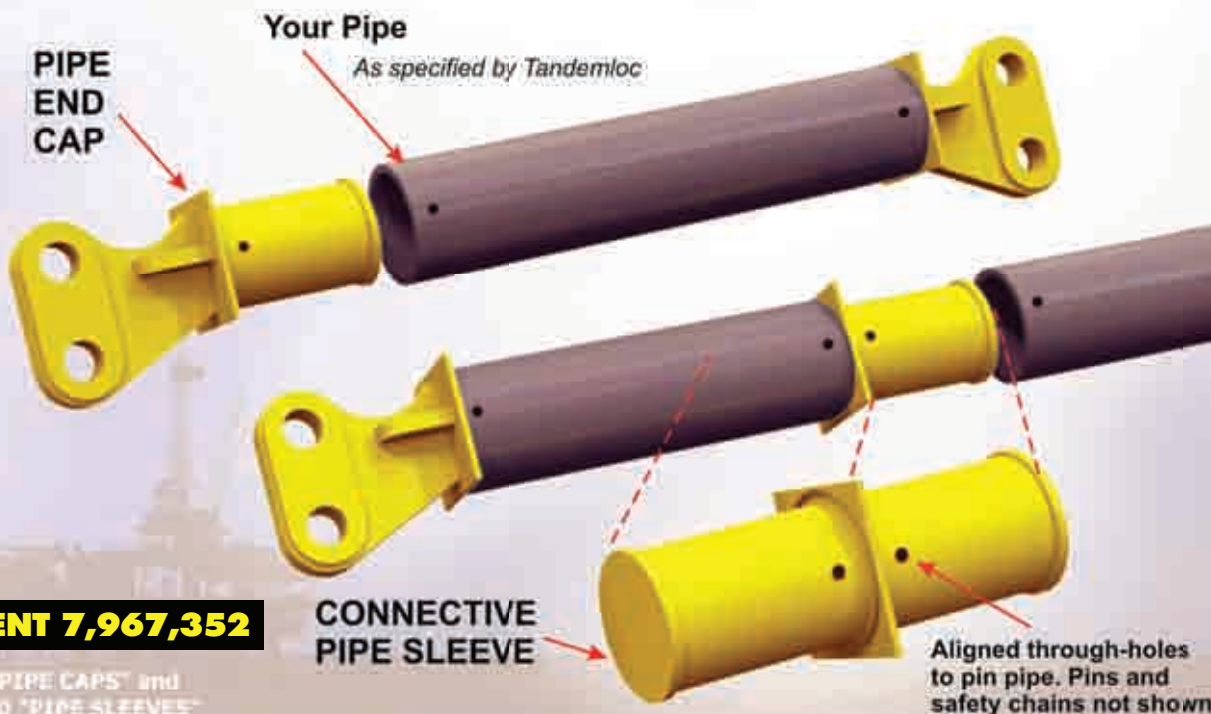
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65 t TADANO FAUN ATF 65G-4, 2008 44+16 m, 8x6x8, 2x MB engines, 15t cw	300 t GROVE GMK 6300 L, Bj. 2011 80+21+29 m, 12x8x8, 1xhoist, 2xMB eng.

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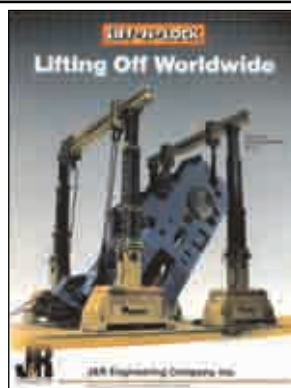
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