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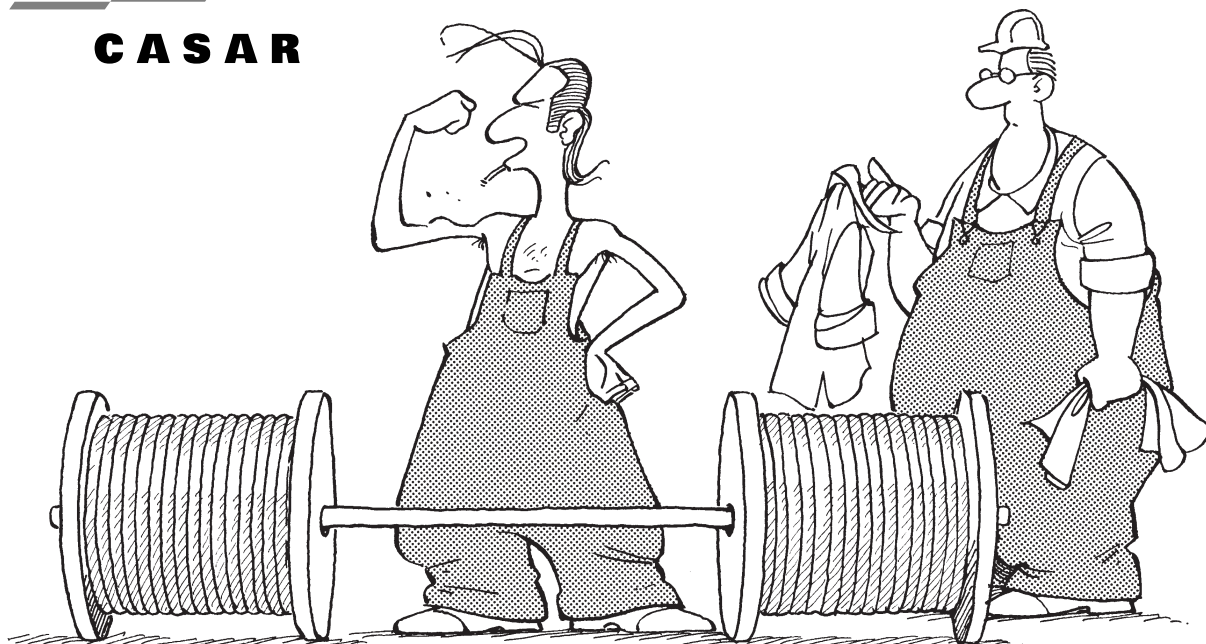
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# Never say never

## Toil and tundra



THE Netherlands-based heavy-lift and transportation specialist Mammoet was entrusted with the task of transporting and erecting numerous heavyweight loads across part of Canada to a refinery near the St Lawrence River in Québec. After initially transporting three large columns by rail, shipped from Malaysia to the port of Becancour, 200 kilometres to the refinery, the stakes were raised by the arrival of seven larger modules. Too large to be transported by railway this time, the modules were floated nearer to their destination where they made the final 12-kilometre journey by road during which time the convoy was faced with icy

slopes with gradients of up to 15 percent.

At the refinery, Mammoet rigged its 1600 tonne capacity Huisman PTC ring crawler crane with a 69-metre main boom and a 57-metre luffing jib to lift the columns into position. The most spectacular lift involved the hoisting and positioning of a 388-tonne column measuring 70 metres at a radius of 56 metres.

## Y-ise guys

BRUER & Wasel called on the support a 500 tonne capacity Liebherr LTM 1500 and a 550 tonne LG 1550 from its heavy-lift fleet for the dismantling of a crane trolley at Westfalenhütte steel works in Germany. Part of the tandem lift project comprised the removal of a 12- x 20-metre trolley crane platform, weighing in at 190 tonnes, from a height of 58 metres.

The LTM 1500 was rigged with 42.1 metres of main boom, a 28-metre luffing jib, Y-suspension with spacer and 165 tonnes of ballast, while the bigger 550 tonner fully utilised 49 metres of main boom, a



36-metre luffing jib and 200 tonnes of ballast. Liebherr's eight-axle LG 1550 is built very similar to the company's 800 tonne capacity LTM 1800, but with a lattice mast system in place of the telescopic boom. A heavy-duty jib and a luffing fly-jib provide a 180-metre lift height and a reach of 124 metres, while a derrick comprising 240 tonnes of suspended counterweight increases the crane's lift capacity to 260 percent, touching the lift capacities normally associated with 800- to 1000-tonne cranes.

**C&A once again grabs its passport for a trip around the world where the true heavy weight specialists of the lifting industry have been doing the incredible and the 'just about' possible.**

## Messing around by the river



THE installation of a 500-tonne gantry crane on the banks of the River Rhine in Germany recently required the combined efforts of three heavyweight Demag mobile cranes supplied by heavy-lift specialist Steil. The company provided a 600 tonne capacity TC-2800 lattice boom crane on a wheeled undercarriage, a flagship 700 tonne capacity Demag telescopic AC 700 and a 500 tonne capacity AC 500 to lift a pre-assembled Gottwald WSG series gantry crane into position for port operators Hafenbetrieb Ludwigshafen am Rhein.

Lifting the 120-metre-span gantry from ground level had to be carried out with extreme precision so not to damage the undercarriages of the cranes or the linkages between the portal legs and main bridge component of the gantry. As the steel structure was gradually lifted centimetre by centimetre, the portal legs were brought together at the same rate until at the full height of 38 metres, cross girders were mounted to secure the legs. A smaller telescopic crane provided support duties throughout the project.

The gantry crane is the first of three Gottwald units that will be installed to meet increased container handling between ships and land transport at the port terminal.

# SC&RA rolls out the red carpet



## Rigging Job Over US\$750,000

**I**n another attention-grabbing performance Mammoet was awarded this year's Specialized Carriers & Rigging Association (SC&RA) Rigging Job of the Year in the over \$750,000 category for its contribution to the construction of the Dusseldorf Rhine-Arena Stadium in Germany. In this spectacular lift, Mammoet was required to lift into position two enormous roof girders each measuring 180 metres in length and weighing a massive 1600 tonnes.

The company employed two 60-metre lift towers with four 600 tonne lifting units to lift each load 50 metres into the air and onto skidding tracks, where they were slid into the stadium and lowered onto concrete supports. The girders were skidded 200 and 100 metres respectively to their final resting positions. The process was controlled from a central operation room, which also monitored the horizontal and vertical deflections of the girders throughout the lift.

The next phase of the project will involve the installation of two, 395-tonne cross beams, each measuring 110 metres in length, between the two girders. During the final phase, two giant sliding roof sections will be installed, which combined will measure a whopping 235 x 201 metres with an opening section of 110 x 70 metres.

On completion the 51,000-seater stadium will form part of the Dusseldorf Exhibition Centre, accommodate soccer and live events and play a significant part in Germany's bid to host the 2012 Summer Olympic Games.

## Rigging Job Between \$150,000 and \$750,000



**T**he middleweight prize at this year's awards was claimed by Atlas Industrial Contractors for its efforts in lifting and tilting a 227 tonne generator housing to make way for maintenance work at American Electric Power in Colesville, Ohio. Atlas brought in its 726 tonne capacity tower lifting system to lift the housing at a rate of 0.3 metres every three minutes until the required height of 2.4 metres was reached. One set of strand jacks was then locked into position, while the remaining two continued to lift the housing to a 45-degree angle.

Atlas then removed the tower lifting system to allow National Electric Coil to rebuild the generator inside the housing. On completion, the lift was reversed with the entire process lasting 14 days.

## Rigging Job Under \$150,000



**S**cholpp Crane & Transport of Germany won the under \$150,000 category for the installation of a 152-metre bridge weighing 345 tonnes at DaimlerChrysler's Sindelfingen plant in Germany. Scholpp supplied a 450 tonne capacity Demag CC2500 crawler crane along with two smaller Demag telescopic cranes, which were used in unison to lift three pre-assembled steel segments weighing 172, 127, and 64 tonnes respectively over three separate lifts.

**A**inscough crane hire recently employed its flagship 100 tonne Liebherr LTM 11000DS along with a 160 tonne capacity Liebherr LTM1160 and a 100 tonne Demag AC100, for the erection of the latest white-knuckle ride at Fantasy Island at Ingoldmells near Skegness. One of only a few



1000 tonne capacity cranes in the UK, the LTM 11000DS was rigged with 54.3 metres of main boom and a 49-metre luffing jib to lift the steel structure of the 2.5 G-force generating 'Absolutely Insane' ride, while the two smaller cranes provided tailing duties.

# Red gold



**TWO** 750 tonne capacity Manitowoc Model 18000 crawler cranes acquired by AJ Cranes of Azerbaijan were paired-off recently for a tandem lift on the Central Azeri [drilling] Platform of the Baku Deepwater Jacket Factory off the east coast of the region. Under contract from BOS Shelf (Bouygues Construction) for all heavy lift work on the rig, both cranes were rigged with Manitowoc's MAX-ER capacity enhancing attachments and 79 metres of main boom before combining forces to lift and position a 400 tonne tower module on the platform's jacket.

A 250 tonne capacity Manitowoc Model 999, also acquired by AJ Cranes along with a third Model 18000, which provided tailing duties. The ever-increasing hunt for oil in the Caspian Sea fields led to the commissioning of the Azeri rig by the Azerbaijan International Operating Company (AIOC), along with a second rig around a kilometre away, where another Model 18000 is hard at work for McDermott Caspian Contractors Inc.

Says Terry Growcock, chairman and CEO of The Manitowoc Company: "The scale of development work here is simply incredible. Azerbaijan is one of the oldest known oil producing countries but it has remained relatively quiet in a global sense for many years. That is all about to change, and over the next five years I expect this country to be right at the forefront of oil and gas production and development. It is important we have a presence here and I am glad we do through the great work AJ Cranes is doing."

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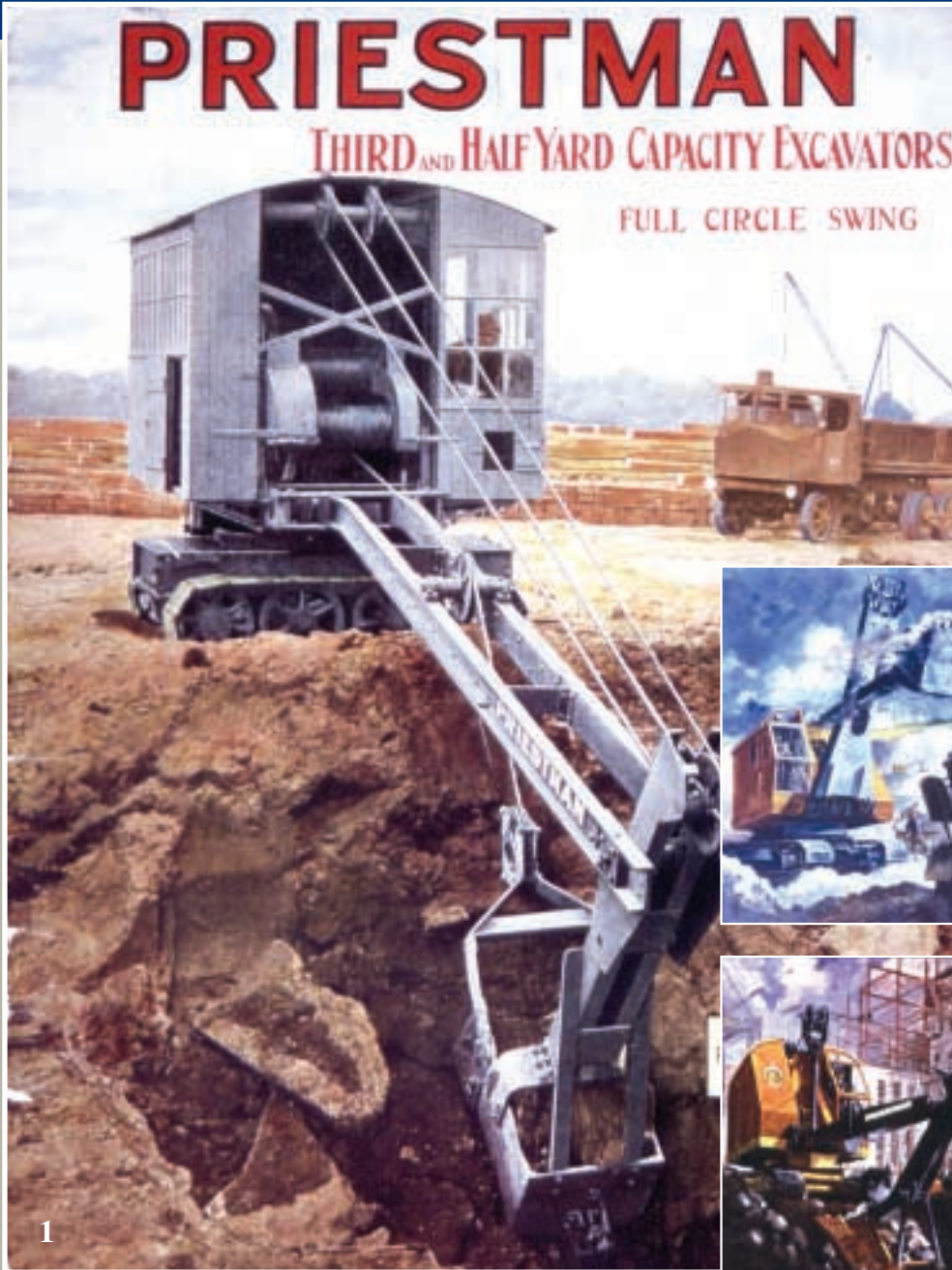
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## In at the big-end



A SITE near Malabo in Equatorial Guinea, West Africa, was the scene early this year for the maiden lift of The Netherlands-based heavy lift and transportation specialist, Sarens' newly acquired 1,500 tonne capacity class Demag CC 8800 lattice boom crawler crane. Rigged in Sideways SuperLift (SSL) configuration, the crane was used to handle all heavy lift duties, which included the hoisting of a 400 tonne fractioner at a radius of just 17 metres.

The lift was carried out for Consolidated Contractors International Company (CCIC) of Greece, which is one of the main contractors of US-based Marathon Oil.

# Iconic movers



LGH MEGALIFT and Abnormal Load Engineering (ALE) were left with little or no room for error during their individual parts played in the dismantling and transportation of a Concorde aircraft from British Airways, Heathrow, in the UK to the National Museums of Scotland's Museum of Flight, East Fortune. Allocated with the delicate task of removing the aircraft's 5-tonne, 17-metre long wings prior to transportation, LGH Megalift employed its new Minilift system to secure each wing while it was cut away from the fuselage. Enter ALE.

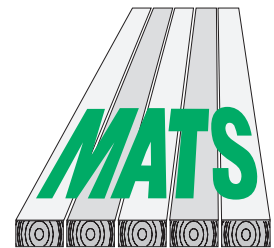
Following the further removal of Concorde GBOAA's nose and tail-plane, ALE stepped in during the early hours of April 4 to transport the stripped aircraft along an 8-kilometre

modified route to a pontoon at Isleworth on the River Thames. After sitting at Isleworth for seven days due to tidal restrictions, and following a brief photo opportunity outside the Houses of Parliament, the pontoon and its iconic load continued its journey up the east coast of Britain to Torness Power Station in Scotland where Concorde was rolled off onto SPMTs for the penultimate leg of the operation.

The load was then edged along public roads to a point as close to the museum as possible, where the Army had constructed a 1.7 kilometre track-way across fields for the final leg of GBOAA's historic journey and to its final resting place. The entire operation was completed in 15 days.



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