MAMMOET MAIL 1

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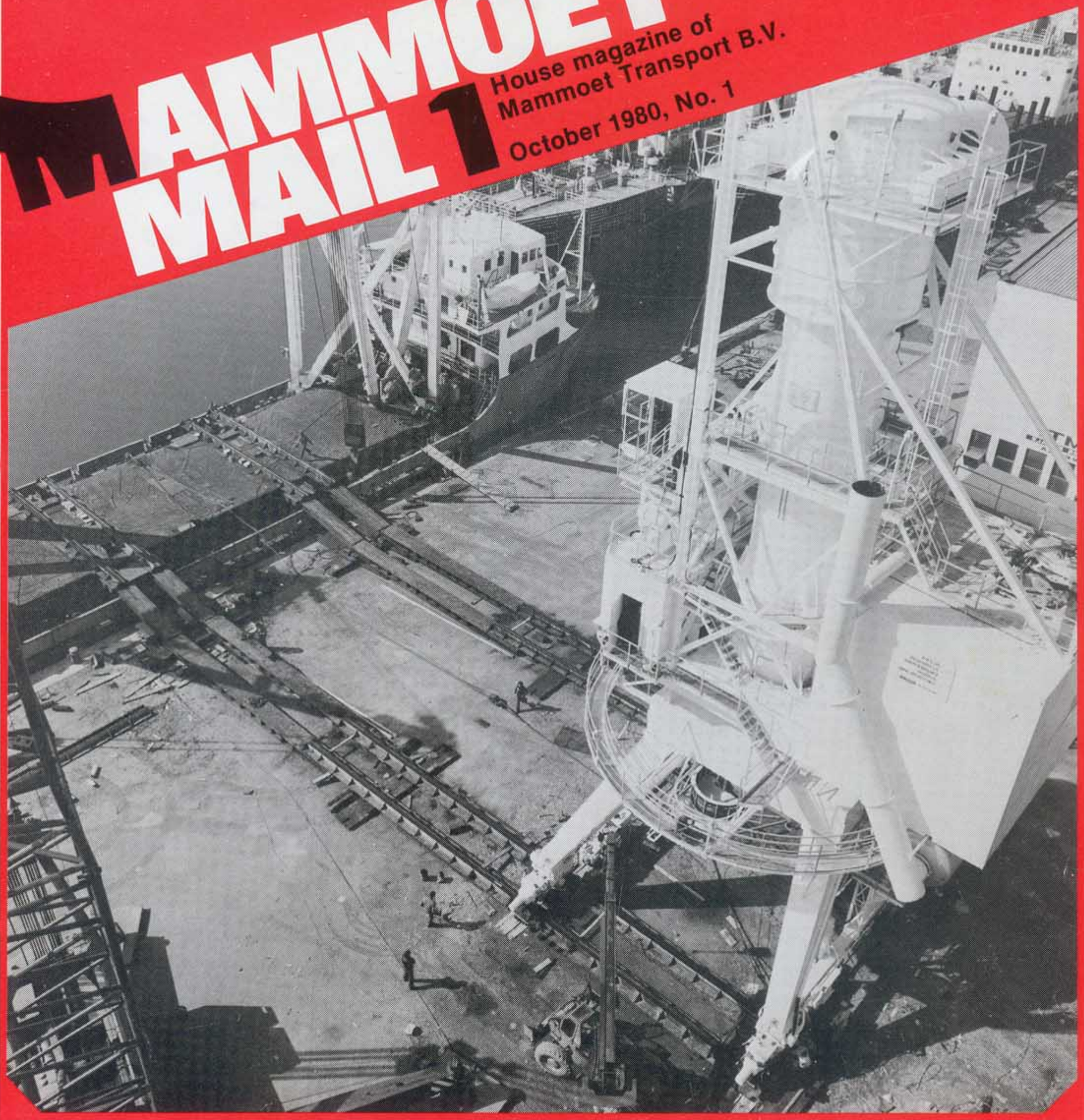

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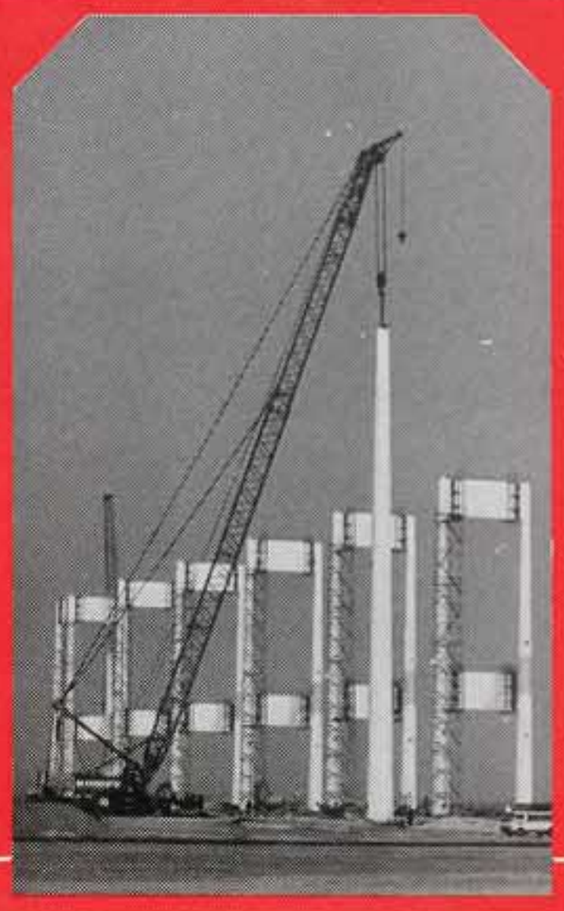
Casting line
in 42 pieces
to IJmuiden



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Airport terminal
building on
pontoons to
Saudi Arabia

Bases in virtually every country on the Arabian peninsula

The merging of groups of employees, equipment and bases of Mammoet Transport and Big Lift has resulted in an even stronger distribution of Mammoet bases, particularly in the Middle East countries. Mammoet Transport is now active in virtually every country between the Red Sea, Indian Ocean and Arabian Gulf with locally stationed transport and crane equipment. These bases, and some recent changes, are described below.

In Saudi Arabia, the new combination plays a leading role in the entire heavy transport area in this kingdom. The Big Lift organization here formerly consisted of a joint venture -Alatas Big Lift Ltd. - with bases at Jeddah and Dammam.
There were also Mammoth Saudi Ltd. bases in these two cities, with the major one at Dammam. Both companies have now been combined.
Major projects have recently been completed for oil refineries, for the Haj terminal at the new Jeddah International Airport, and for one of the world's largest water desalination plants in Jeddah.

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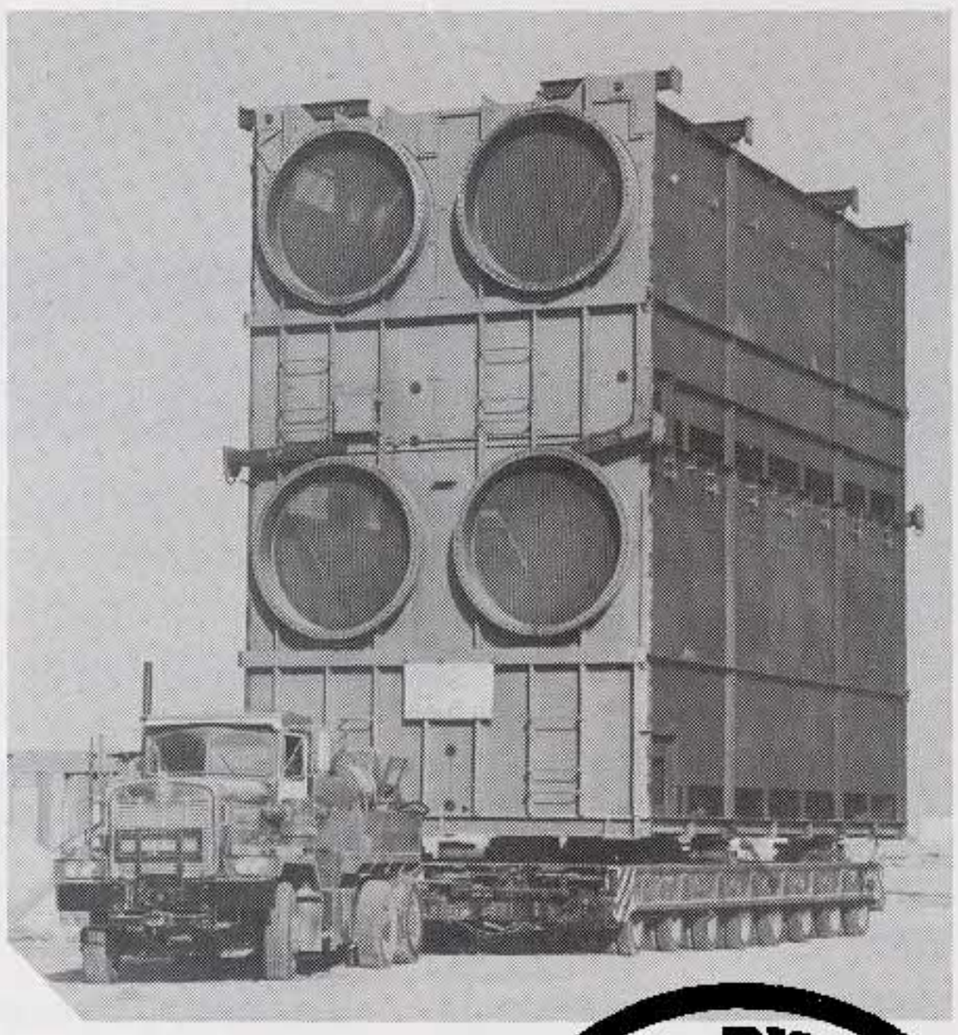
Aluminium unloader across the Atlantic

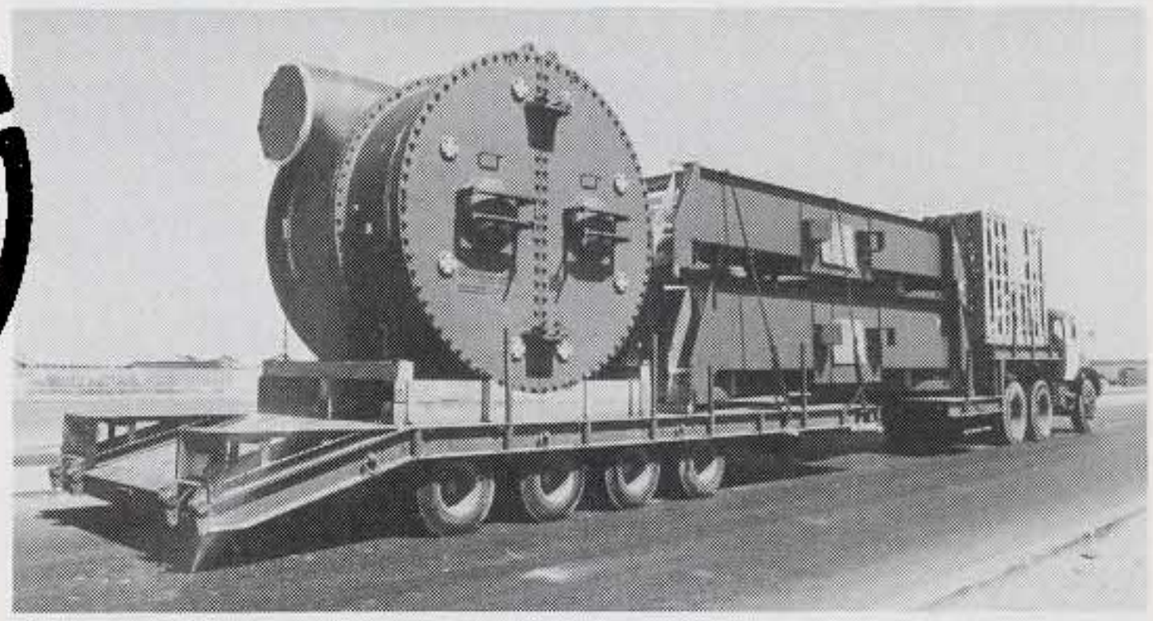
At the beginning of April, the heavy -lift ship "Happy Pioneer" docked at Ravenna, Italy, to take on-board a giant pneumatic ship unloader for aluminium ore. This 40 metre unit weighing 250 tons was to be transported on-deck across the Mediterranean and the Atlantic Ocean to Charleston on the Gulf of Mexico. It was delivered there by the end of April. Loading at Ravenna and unloading at Charleston were carried out by Mammoet Shipping with the aid of rolling tracks. The necessary equipment was carried on the "Happy Pioneer".

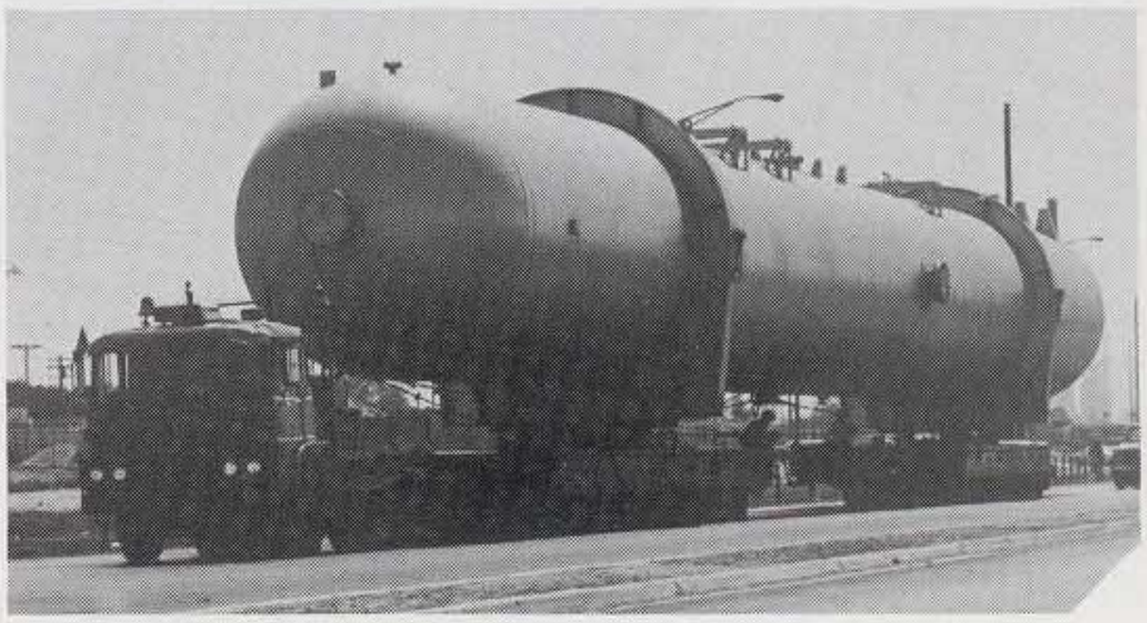
As a result of the rapid development in all the Middle East countries, one of the greatest demands that has arisen over the years has been for energy. The equipment and personnel of Mammoet companies have played a leading part in the construction of many power stations. Work has also been carried out in the building of refineries, factories and water desalination plants. An example of current projects is the construction of an aluminium factory at Dubai, consisting of 228 ton units and no less than 360 smelting pots of 15 tons each and measuring 8 × 4.5 metres.



Mammoet Transport also operates in the United Arab Emirates: the head office is in Dubai, where the company is called Mammoth Gulf Ltd. Numerous jobs are carried out from here on a project basis, for example in Bahrain, in Muscat in the Sultanate of Oman, where the group has a company called Transport Services Mammoth LLC, in Doha, Qatar, and in Abu Dhabi. Mammoth Gulf Ltd. is also active in Ras al Khaimah. A large amount of equipment is available in all these countries.

MAMMOET TRANSPORT





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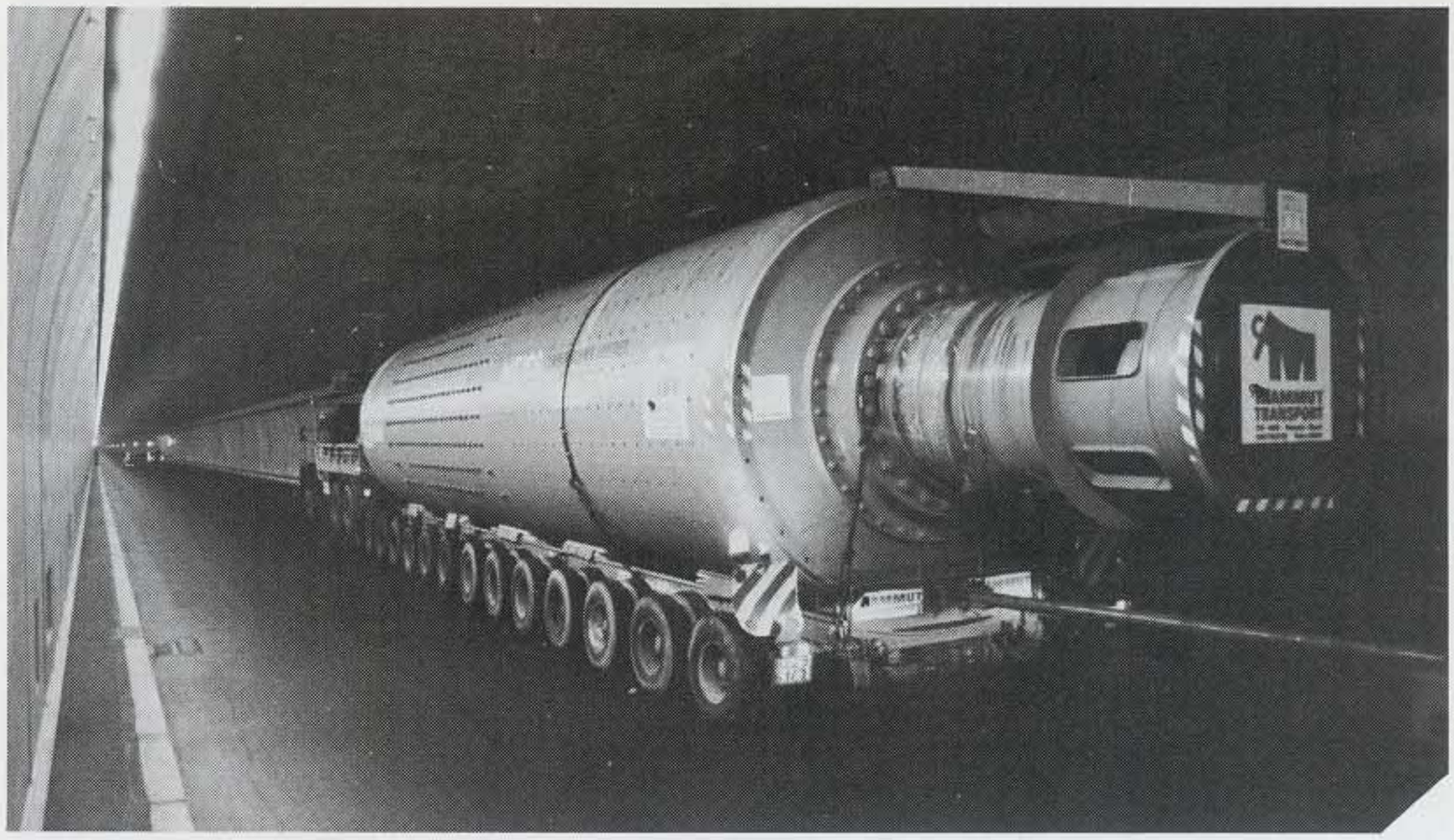


Two months before the official opening of the new Gotthard tunnel (length 17 km) Mammut Transport in Basel was the first to cross the tunnel with a heavy load.
On a special lowbed trailer with 14 axles a 90 t. cement mill had to be transported from Holderbank (Switzerland) to Broni (Italy).
With a total weight of 170 t., lenght of 38,5 m., width of 3,5 m and height of 4 m. Mammoet had to coop with several sharp hairpin-bends. Forwarding agent was Roba AG, Basel.

Greater coverage of Western Europe

Although Mammoet Transport already had a good coverage of Western Europe with its bases in Antwerp, Düsseldorf and Ahaus in W. Germany, and Billingham Cleveland in England, as well as those in the Netherlands, this has now been significantly increased as a result of the merger with Big Lift.

Mammoet Transport's organization has been particularly strengthened in the central and southern regions of Western Europe by its new bases in Switzerland and France. The Big Lift and Mammoet Transport companies in W. Germany, both based in Düsseldorf, have also been combined.

The Mammoet Transport company in Switzerland, Mammut Transport AG, is located in Basel at Austrasse 2, Reinach. Director is Mr. E. Lanz.
In France, the local company Mammouth Transport France SARL is now based in Paris at Rue Marius Franay 11, Saint Cloud. Director is Mr. W. Fortier.

The company in W. Germany will continue to be called Mammut Transport GmbH, based at Grünstrasse 8, Düsseldorf. It is managed by Mr. O. Woronowitz.

These companies must have good prospects, in view of the overall export activities for heavy units from these countries to other places in the world. Basel, for example, offers excellent transshipment facilities to the industries of the eastern part of France, the south of Germany and Switzerland, and these facilities have already been used by Mammoet Transport. A 300 ton compressor was transported from this port along the Rhine to Rotterdam, and was there loaded onto one of the heavy-lift ships and finally delivered to its foundations in Qatar.

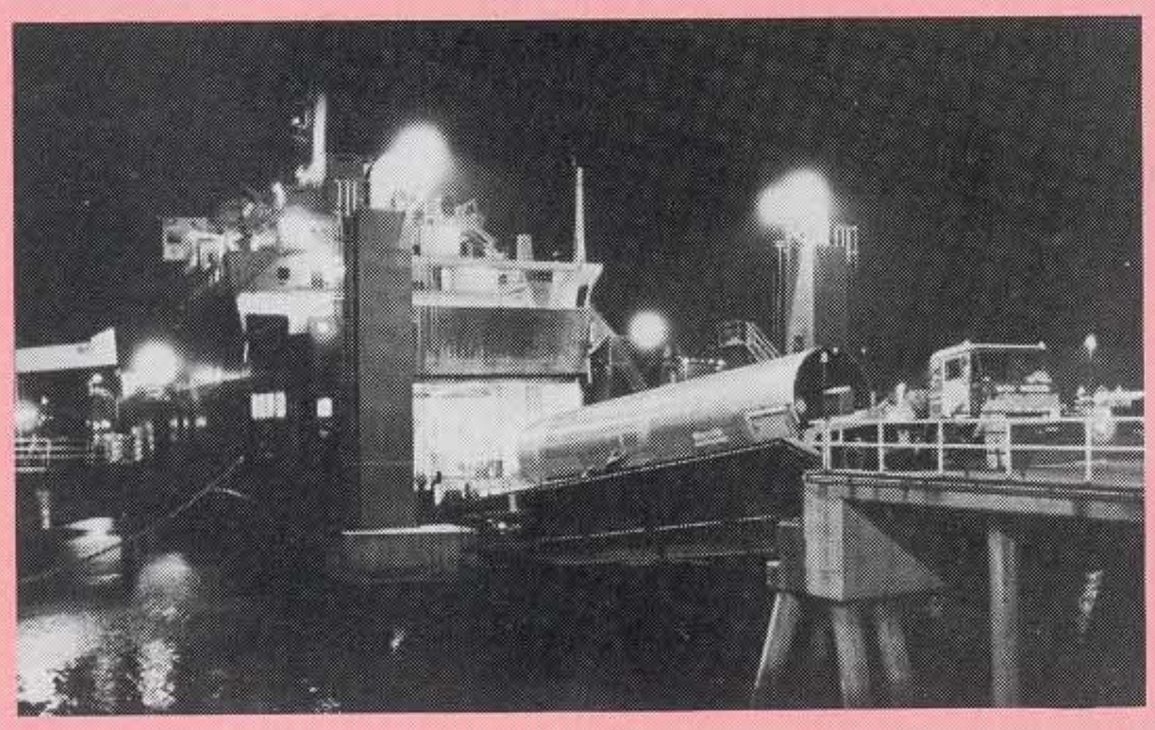
Complete continuous casting line transported in 42 pieces from Düsseldorf to IJmuiden

Mammoet Transport's operations do not just involve giant transport and lifting projects for reactor vessels, distillation columns and bridge sections, where unit weights can range from 500-2500 tons. The company's daily work also covers special light transport projects.

Numerous examples can be given from recent experience, since tractors, trailers and other units from the bases of Mammoet Stoof at Breda and Terneuzen, Mammoet Van Wezel at Hengelo and Mammoet Van Leeuwen at Leiden take to the roads daily for these projects. These loads vary considerably in weight and dimensions: radar equipment - complex structures of only about 5-8 tons - from Hengelo to army, navy and airforce bases throughout Western Europe, the complete removal of a company, such as a bakery which was handled recently, the transport and planting of trees in Western Germany, steel structural components to be transported to destinations in the Netherlands and other countries, and heavy machines which are transported and placed on their foundations with the use of skidding tracks or air pallets. Every time, an important part is played by the technical know-how gained in over 40 years of operation, while Mammoet Transport's engineering department can be called-upon for advice in very special transportation projects.

Transport and planting of trees

The wide distribution of bases in the Netherlands and Western Europe means that Mammoet Transport is always close-by for this type of special "light" transport. Every six weeks, the managers of all the separate companies meet for extensive consultations, in which the exchange of contacts, the sharing of equipment between the companies, and planning for the weeks ahead are always discussed. Although a basic amount of equipment is kept by all the companies, the greatest stores are at Breda and Hengelo. These include, for example, hydraulic cranes, a number of crawler cranes, trucks and a very complete range of low-loaders, semi-low-loaders and trailers of all types, including normal and extensible trailers, super-extensible trailers (up to 25.5 metres), normal low-loaders (right down tot 45 cm platform height), semi-low-loaders with 3, 4 and 5 axles, and platform trailers.



The personnel and equipment of Mammoet Stoof and Mammoet Van Wezel recently worked together in a number of extensive transport projects. A complete continuous-casting line had

Moving complete oil and gas-drilling installations

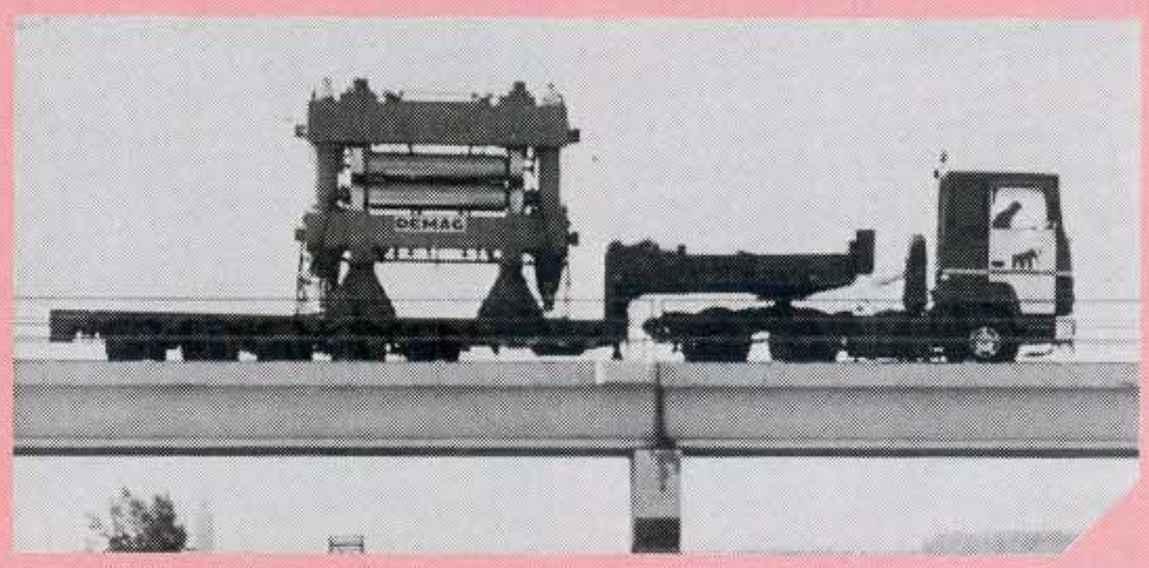
to be transported from Düsseldorf to Hoogovens IJmuiden. The line comprised 42 parts, each weighing some 50 tons. Transport was by means of 5-axle semi-low-loaders, with the strange result that the centre of gravity was about 4 metres above the road.
The engineering department first of all made the necessary stability calculations, so that the speeds at which the various bends in the route could be taken were known. In this way, it was possible to give Hoogovens a guarantee that everything would arrive safely. The entire load, with its height of 4.5 metres, indeed arrived -and on time! Thanks were also due to the Mammoet company at Ahaus, W. Germany, who were able to give route information and take care of the necessary permit applications.

Mammoet Stoof had a similar large-scale transport project to carry out. Here too, a great deal of care was needed. The load comprised thousands of prefabricated elements, of which the heaviest weighed 10 tons. These elements were manufactured in a factory at Maassluis, and were desti-

ned for 72 appartments being built by the Westermeijer group on the island of St.. Maarten in the Antilles.

Appartment village transported from Maassluis to St. Maarten, N.A.

Transport from Rotterdam to St. Maarten was by KNSM ships, while the KNSM stevedoring company "Kroonvlag" carried out the loading in the Beatrixhaven. The elements were transported from the factory to "Kroonvlag" by the drivers and vehicles of Mammoet. Careful handling of all the elements was essential, since cracked or damaged elements would not be usable at the building site on St. Maarten. Close co-operation between the staff of the factory where the elements were made, the drivers, the docks complex and the crews of the ships ensured that the percentage of damaged elements remained very low indeed.



Organizational chart of Mammoet Transport bv

The integration of the land-activities of Big Lift into Mammoet Transport has resulted in a wider spread of bases in both Western Europe and the Middle East.

The organizational chart opposite shows the names and locations of all affiliated companies and the agents of Mammoet Shipping are also shown.

Mammoet Goedkoop B.V. Amsterdam

Ro-Ro Europa Transport 50% Rotterdam

Shipping agents within KNSM

- V.U.V. Germany Frankfurt Düsseldorf, Nürnberg
- Transgisa Madrid, Spain
- R.N.S.&.Co., New York, U.S.A.

Shipping Agents outside KNSM

- Browne, Geveke & Co. U.K. London, Liverpool, Glasgow
- Messrs. Everett Steamship Co. Seoul, Korea
- Messrs. Wm. Scollay + Co. Ltd., Wellington New Zealand
- Nedlloyd K.K. Tokyo, Japan
- Nedlloyd, Jakarta, Indonesia
- Union Bulk Ships Redfern, Australia

Wide variety of work for Mammoet Transport (België) NV

In the first half-year 1980, Mammoet Transport (België) NV carried out a wide variety of work under the leadership of general manager G. Laeveren (47). The company is based in the Antwerp harbour area, and moved to a new office several months ago.
At this site, Mammoet Transport (België) NV has available a large amount of basic equipment.

In addition, the Breda office can always be called-upon for very large transport and crane equipment. Virtually all heavy transport projects are carried out with the company's own equipment and personnel. Heavy loads often arrive in Antwerp by ship and are then transported by Mammoet Transport (België) NV to their destinations in Europe.
At the end of March, Mammoet personnel and equipment left for Toulon in the south of France to load three drilling-platform modules weighing 975, 980 and 1080 tons onto a pontoon. This load-out operation was completed to the client's full satisfaction.

Mammoet België's rebuilt base at Antwerp.

100% subsidiaries, unless otherwise mentioned

- KNSM Group N.V.
  - Mammoet Transport B.V. Amsterdam
    - moet Shipping Company Amsterdam
      - Mammoet Transport (België) N.V. Antwerpen
        - Mammut Transport GmbH Düsseldorf
          - Mammut Transport AG Basel
            - Mammouth Transport France SARL, Paris
              - Mammoet Econofreight 50% Billingham
                - Mammoet-BBI B.V. 50% Europoort
    - Mammoet Stoof B.V. Breda
      - Mammoth Gulf Ltd. Dubai/U.A.E.
        - Mammoth Gulf Ltd. Doha/Qatar
          - Mammoth Gulf Ltd. Ras al Khaimah/U.A.E.
            - Pecon Transport Division Abu Dhabi/U.A.E.
              - Transport Services Mammoth LLC 49% Muscat/Oman
      - Alatas Big Lift/Mammoth Saudi Ltd. 49% Dammam/ Saudi Arabia
        - Alatas Big Lift/Mammoth Saudi Ltd. 49% Jeddah/Saudi Arabia
          - Mamut de Colombia S.A. 49% Bogotá/Colombia
            - Mamut de Colombia S.A. 49% Barranquilla/Colombia
    - Mammoet Van Wezel B.V. Hengelo
      - Mammut Van Wezel GmbH Ahaus
      - Mammoet Van Leeuwen B.V. Leiden

In May this year a bridge consisting of two 450-tons units had to be transported along the Albert canal to a destination near Lixhe. Pontoons and platform trailers were used to carry the bridge which measured 98 metres long, 10 metres high en 5 metres wide.

A recent transport project was a 114 ton regenerator, 12.2 metres long and 4 metres in diameter, which had to be moved from Antwerp via Mechelen and Brussels to Charleroi. Along this route, two bridges which could only carry low wheel loads had to be passed. A 12-line, 18 metre long platform trailer was therefore used for this job. In addition, when these bridges over the canal at Louvain and over the metro in Brussels were negotiated, an additional vehicle was placed next to the platform trailer at each side so that the load could be distributed still further by the use of beams. This transport reached Charleroi within two days.

A 48 metre column with a diameter of about 9 metres, and weighing 290 tons, was built in Antwerp for Milfordhaven, England. Various transport units from the Mammoet fleet were employed to transport the column to Milfordhaven. It was moved from the construction site to the quay on a platform trailer, and then placed on a ro-ro pontoon. This pontoon, together with its load, was then towed to Amsterdam, where one of the "Happy" heavy-lift ships took over the transport. The column was beached near to Milfordhaven and then driven to its foundations.

Water desalination plant and airport terminal building transported on pontoons from Japan to Saudi Arabia

Mammoet's heavy-lift ships, submersible pontoons, seagoing tugs, platform trailers, trucks and mobile cranes have been busy since the end of 1978 in the transportation of a complete water desalination plant and a large terminal building for the new Jeddah International Airport from Japan to their job sites in Saudi Arabia.

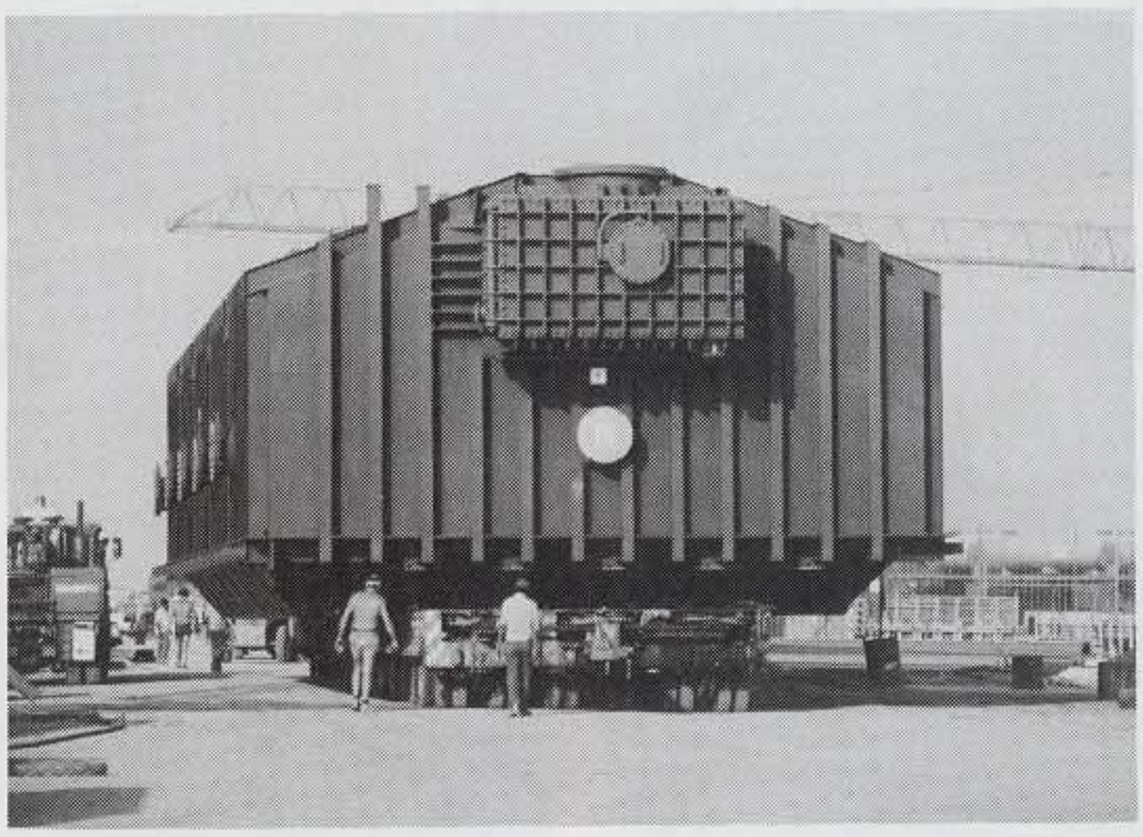
The "Jeddah 4" water desalination plant was transported in dozens of sections, each weighing some 500 tons, by the heavy-lift ship "Happy Rider" and five pontoons voyages towed by the seagoing tug "Happy Hunter". Nine pontoon journeys between Japan and Saudi Arabia were necessary for the transport of the steel pylons for the terminal building, each 47 metres long and weighing 65 tons. The first shipment of "Jeddah 4" sections took place in mid-December 1978, and the complete plant had been placed on its foundations by end-January 1980. The terminal building, for which the first shipment took place in July 1979, is scheduled to be completed by the end of November 1980. Mammoet Transport is responsible for transport over both water and land, and installation on the foundations, for both of these turnkey transport projects. The good progress that has been made is due primarily to the fact that Mammoet's engineering department was involved right from the beginning in discussions with the designers and builders of the water desalination plant and the terminal building.

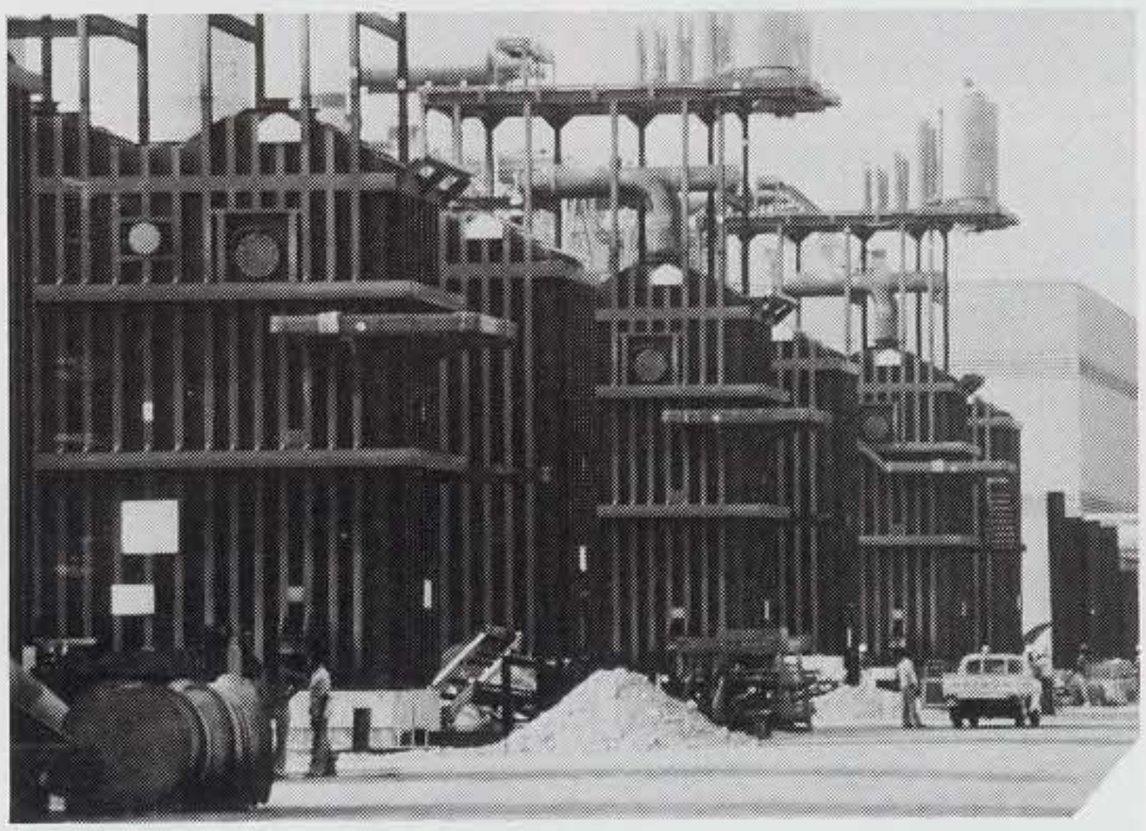
Close consultations took place during the tendering stages of both projects to develop systems by means of which both structures could be transported and installed in the most efficient possible way. The complete logistics of both operations were reviewed at that time, so that the scope of the necessary work was completely understood before completion of the tenders.

"Jeddah 4"

Before transport of the water desalination plant could

begin, the heavy-lift ship "Happy Rider" first had to deliver a mooring system specially designed by Mammoet's engineering department. The pier at the building site for the water desalination plant near Jeddah lay completely on the open sea. The water depth at the pier was approximately 150 metres, making it impossible for the pontoons, each of which was carrying some 12 units for the water desalination plant, to moor using their own gear. This problem was solved by means of the mooring system, so that the units could be landed close to the construction site. Loading in Japan was carried out by Mitsui in Tamatsu, who were responsible for the desalination part of the plant as sub-contractor to Sogex International Ltd. Floating derricks were used to place the 500 ton modules on the pontoons, for which special supports were developed. Thanks to these supports the units were carried at such a height that, on arrival in Jeddah, the platform trailers could simply drive straight under them for the roll-off operation. Mammoet Transport's tasks also included unlashing the heavy pieces and placing them on their foundations.





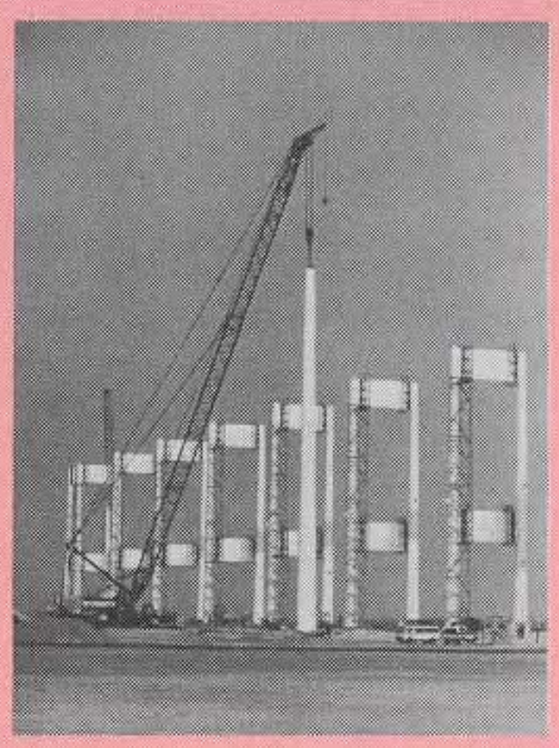
Haj Terminal

The Mecca pilgrims, who formerly arrived in Saudi Arabia as deck passengers on ships, now arrive by jumbo jet and from the end of 1980 will be received in an immense hall at the new Jeddah International Airport, the Haj Terminal.

The steel pylons for this building - a total of 440 - are being loaded in Japan and shipped in nine journeys, taking place between July 1979 and November 1980, to the Jeddah harbour on pontoons towed by Mammoet's seagoing tugs.

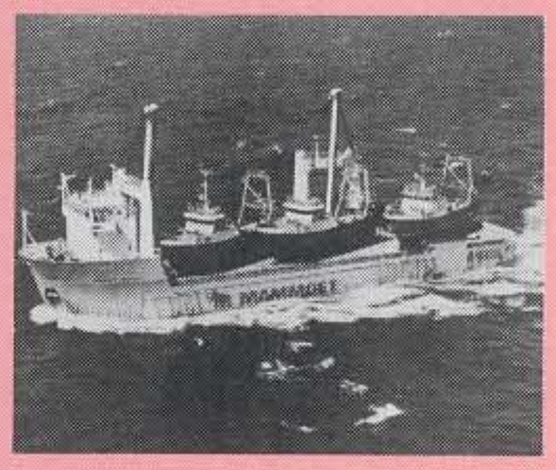
A special lashing and securing system was also developed for these shipments. After the use of steel had been chosen in preference to concrete for building the hall, the constructors had to provide a special paint system to resist corrosion. The area where the airport is located is subjected to a damp sea wind as well as to sandstorms. Special measures had to be taken during the transport by sea to ensure that these coatings were not damaged.

The voyages of the "Happy Hunter" with its pontoons again demonstrate the advantages of this method of transport using separate tugs and pontoons: the giant pylons are easily loaded on-board the pontoons,



and unloading in Jeddah is just as quickly carried out using a 280 ton mobile crane of Mammoth Saudi. Special vehicles were developed for the 25 km journey through the city of Jeddah to the airport, which always takes place at night. These are in fact two bogie units, which can both be steered either by hand or by remote control. The same mobile crane is used for erection of the pylons on-site, and for assembling the connecting elements between groups of pylons. The maincontractor, an American company then has the task of putting-on the glasfibre roof.

MAMMOET MAIL



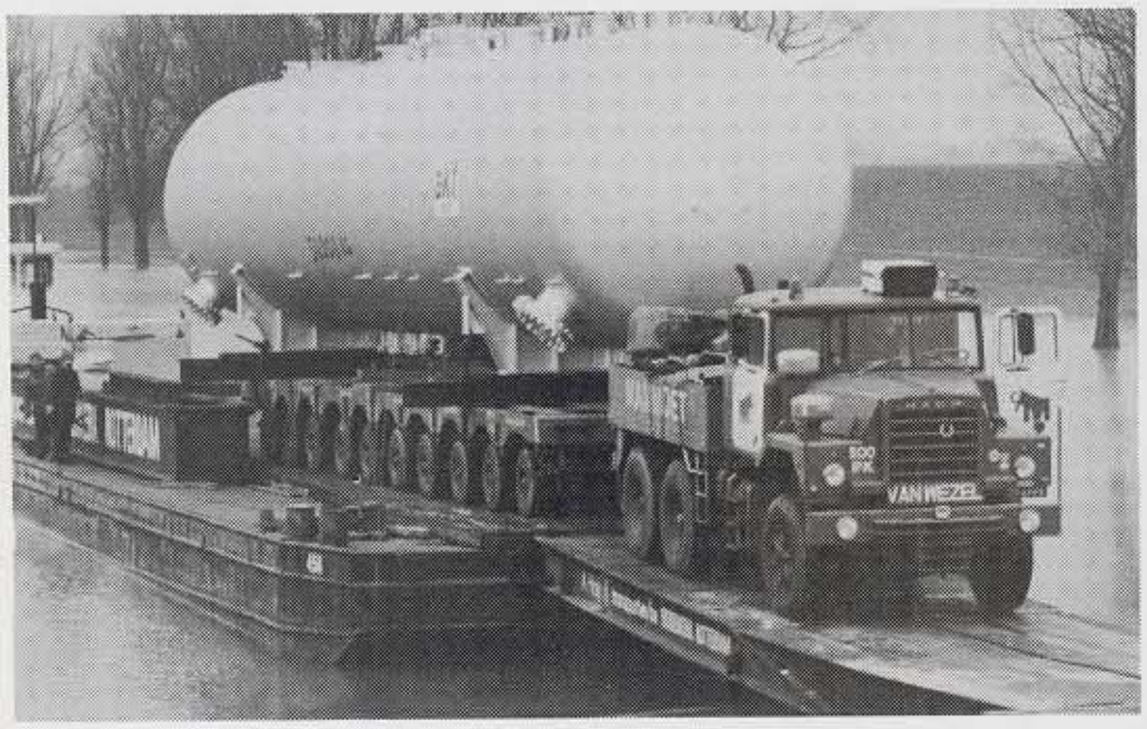
Two heavy-lift ships chartered

As well as with its own heavy-lift ships "Happy Runner", "Happy Rider" and "Happy Pioneer", Mammoet Shipping has carried out a number of voyages with the heavy-lift ships "Docklift I" and "Docklift II" since the end of 1979. Both ships can be used for roll-on/roll-off or for float-in/float-out transport, and the "Docklift II" is fitted with two 320 ton portal cranes.

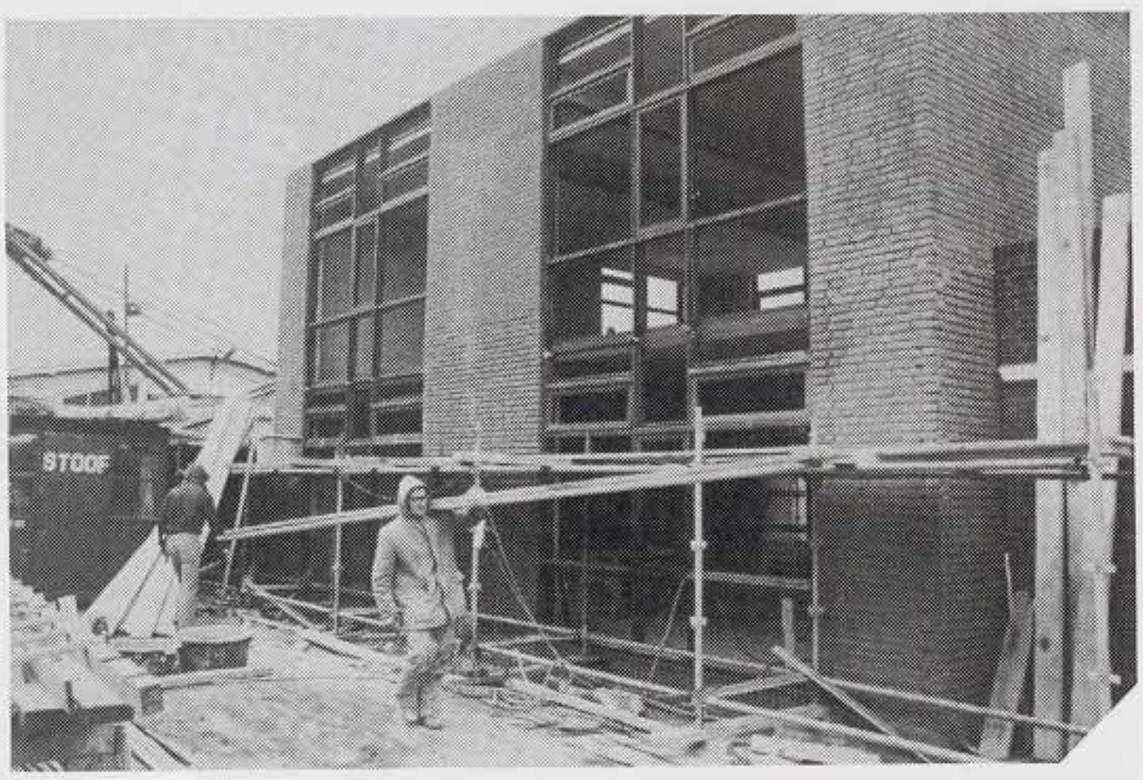
The "Docklift I" has already made a voyage from the Netherlands to Nigeria with houseboats.
"Docklift II' has been further busy for Mammoet Shipping: under a large contract for the Canadian Atomic Energy Commission, which is carrying out consultancy and engineering for the Korea Electricity Company on the building of an atomic power station at Wolsung. Numerous sections of the power station have already been shipped from Canada to Wolsung. On the same voyage, the "Docklift II" also carried components for a fertilizer plant in Akaba. After unloading at Wolsung, the "Docklift II" then continued its voyage with railway coaches for Malaysia, and completed a journey from Japan to Venezuela with large columns for the petrochemical industry.

Heavy transport in many places

A 50 ton water tank was put into position at a height of 60 metres at the IJsselcentrale power station near Harculo. Mammoet Van Wezel used 130 and 200 ton mobile cranes for this task, and lifted the tank up to the desired height with the aid of skidding beams in the power station. The tank was shipped by pontoon, and then landed on a platform trailer in a ro-ro operation.



A 420 ton distillation column, measuring 30 metres high and 5 metres in diameter, which had been stored for some time in Dordrecht, was loaded onto a pontoon on a 20-line platform trailer by Mammoet Stoof. The entire unit was then transported to Gelsenkirchen,Germany, where the trailer and column were driven back onto land. The column was then finally lifted upright and placed on its foundations on the factory site.



The joining of forces of Mammoet Stoof and Big Lift, and the resulting combination of personnel and equipment of both companies at a single location - Breda - has caused considerable building activity on the Veilingkade at Breda. The office accommodation has been significantly extended: two units of 200 square metres have been added to accommodate various departments.

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