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Nedlloyd

Mammoet
is a company of the
Royal Nedlloyd Group.

Van de redacteur

"Geen economische vooruitgang zonder zwaar transport".

Deze simpele conclusie schoot mij te binnen toen ik recentelijk getuige was van de lossing van een tunnelboormachine in Calais. Deze "mammoet"-boormachine is van vitaal belang voor het Eurotunnel project onder het Kanaal en de "PROJECT AMERICAS", behorende tot de vloot van Mammoet Heavy Lift Partners is een van de weinige schepen die dit soort lading op effectieve wijze kunnen verwerken.

Het belang van deze specifieke scheepvaartsector werd hiermee weer eens onderstreept. Het is dan ook een goede zaak, dat de slechte zware lading markt, waarmee deze bedrijfstak al enige jaren te maken heeft, enige lichtpuntjes vertoont in de vorm van een aantal grote bouwprojecten die voor de komende jaren gepland zijn.

Het moet de scheepseigenaren tot vreugde stemmen, dat de vrachtprijzen enigszins aantrekken. Ook de opdrachtgevers moeten zich realiseren, dat dit voor iedereen een goede zaak is, want niemand is gebaat bij een scheepvaart-tak waarin de continuïteit niet zeker is gesteld. De specifieke technologie voor de behandeling van zware lading moet behouden blijven.

Na deze kleine bespiegeling wil ik hier nog een introductie geven van Mammoet Mail no. 12.

Zoals u ziet staat de uitgave in het teken van Mammoet Shipping. Een interview met de directieleden Mw G.J.M. van Veen en Dhr B.J. Bekker geeft een verhelderend beeld van Mammoet Heavy Lift Partners.

Een aantal recente "wapenfeiten" illustreren het geheel. Ook aan Mammoet Western, sinds kort onderdeel van Mammoet Transport in Californië wordt aandacht geschonken.

Genoeg nieuws wat de moeite van het lezen waard is.

From the editor,

"No economic progress without heavy transport."

This simple thought came to mind when I recently saw the discharge of a tunnel drilling machine in Calais. This "mammoth" drill is of vital importance for the Eurotunnel project under the Channel, and the "PROJECT AMERICAS", which belongs to the fleet of Mammoet Heavy Lift Partners, is one of the few vessels that can handle this kind of cargo effectively.

The importance of this special sector of the shipping world was stressed once again. It is therefore a positive sign, that the depressed heavy lift market, in which the business has been involved for some years, is showing small signs of improvement in that a number of large building projects have been planned for the next few years.

Therefore ship owners must enjoy seeing the freight rates increase slightly at the moment. Customers, too, must realise the benefit of this, because absolutely nobody gains anything from being involved in an area of shipping that shows no continuity, as this may result in the special knowledge and skills gained being lost.

This reflection is followed by a small introduction of Mammoet Mail no. 12.

As you can see, most of the articles concern the shipping division of the company.

An interview given by Mammoet Shipping's Managing Directors Mrs G.J.M. van Veen and Mr B.J. Bekker highlights Mammoet Heavy Lift Partners.

A number of recent feats illustrate Mammoet's activities. Also featured is Mammoet Transport's new subsidiary in California, Mammoet Western Inc.

News worth while reading.

Mammoet Shipping, the odd man out in shipping.

The formation of Mammoet Heavy Lift Partners, a joint venture between Mammoet Transport, Sloman Neptun and Hansa Linie, has changed the face of Mammoet Shipping considerably.

The Mammoet fleet almost tripled as a result and the organisational structure of Mammoet has changed too. In their office on the Westerdoksdijk in Amsterdam, Mammoet Mail talked to Mrs G.J.M. van Veen-Splinter and Mr B.J. Bekker about the foundation of the company and the ever-changing market circumstances with which the heavy transport have been dealing through the years.

Despite its fairly young history Mammoet Shipping has a wealth of experience at its disposal. In 1971 the family companies Goedkoop, Van Wezel and Stoof formed a transport chain especially for heavy transport. The foundation of Mammoet Shipping followed two years later.

Mrs Van Veen entered the ranks of Mammoet Transport as a management secretary. After becoming a Doctor in Law, she took over responsibility of the legal department, and on 1st September 1987 she succeeded Mr A. Peterse as Managing Director of Mammoet Shipping.

Talking about the first years of the company, Mrs Van Veen says: "In those days Towage Services Goedkoop was already stationed in Amsterdam. Heavy land transport was added to this company in the form of Van Wezel and Mammoet Stoof. However, the link over sea was still missing but the chain was completed in 1973. We then built up a good name by means of our own vessels, which were very advanced in those days.

We proved that we were capable of getting a firm grip on the cargo in the market. At the same time we worked a lot with charters".

Oil prices

It was no coincidence that Mammoet Shipping flourished during the time of the oil crisis in 1973. Because of the extremely high level of the oil prices in that period, the oil compa-

nies found it very attractive to set up new projects, and Mammoet took their share. However, the growth did not go on forever. The collapse of the oil prices implied a decrease in the number of large projects, not without effect for Mammoet Shipping. The changed market situation forced the company to adjust.

Mrs Van Veen: "Our ships can carry general cargo next to heavy loads and in the current market this is very important. In the good old days when the oil prices were high, there were many huge projects, but nowadays the size of projects has decreased. This means that today we always have to find a combination of heavy lifts and the relevant project cargo. You will notice that this is a very strong point in the design of the flag ship of our fleet, the m.s. "HAPPY BUCCANEER". The vessels are very flexible and moreover very fast. In former days, Heavy Transport meant that you transported heavy pieces with a number of small ships. Now you sail much bigger ships and, next to the heavy load, other cargo has to be transported as well."

"The market", adds Mr B.J. Bekker, who has been the Managing Director of Mammoet Shipping since 1985, "has changed so much lately, that we cannot exist by heavy cargo alone and that has implied a large increase in the number of clients. When you take general and break bulk cargo together

with project cargo and heavy lifts, you enter a much wider area of clients."

Knowledge

Close contact between the activities over land and by sea has always been important for Mammoet. Mammoet Shipping maintains regular contact with the land division of Mammoet in Breda in order to keep the projects in one hand as much as possible.

"That makes the commercial side of our business very important. The complete sales organisation must be adjusted to the world market and therefore it is very difficult for us to work with agents, since they lack the specific knowledge", says Mrs Van Veen. "Our chances on the American market have improved since we took over Western Industrial Movers and in the Far East we now have Walter Wright Mammoet. When you are based locally, it becomes much easier to go for over-land projects. Otherwise the mob and demob of the land equipment could be a financial problem."

Nedlloyd

Within five years some important changes happened to Mammoet Shipping. Firstly the take-over of Big Lift in 1979 by Mammoet Transport, which meant an expansion of the service.

Secondly, two years later the mother company of Mammoet Transport, K.N.S.M., merged with Nedlloyd. That transfer was welcomed by Mammoet Shipping, as it was clear that Nedlloyd was more able to invest than K.N.S.M..

Thirdly, on 1st January 1985 Mammoet Heavy Lift Partners was founded based on a joint venture between three ship-owners in the field of heavy transport.

Pool

"We could well use a wider basis" explains Mrs Van Veen.



◀ G.J.M. van VEEN-SPLINTER



B.J. BEKKER ▶

"Despite these changes, we were still very much affected by the bad market situation, but I am sure that we would have done much worse were it not for the Consortium."

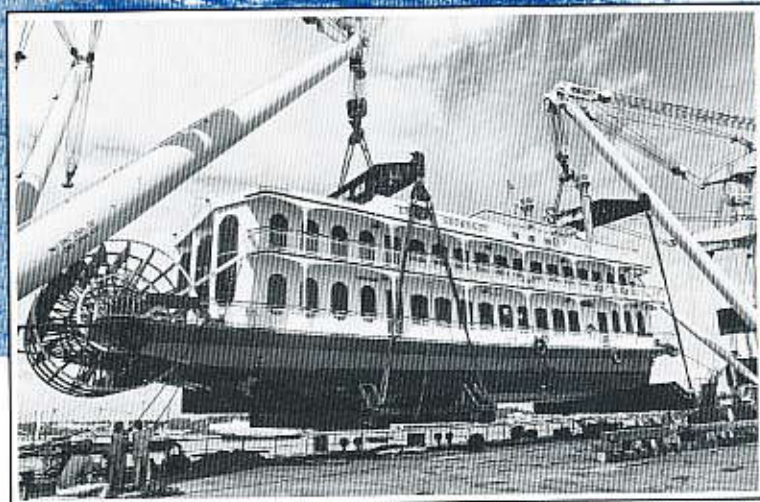
The three partners in the joint venture agreed that they would all manage their own vessels. In view of Mammoet's good reputation, the commercial and operational aspects came under the management of Mammoet Shipping.

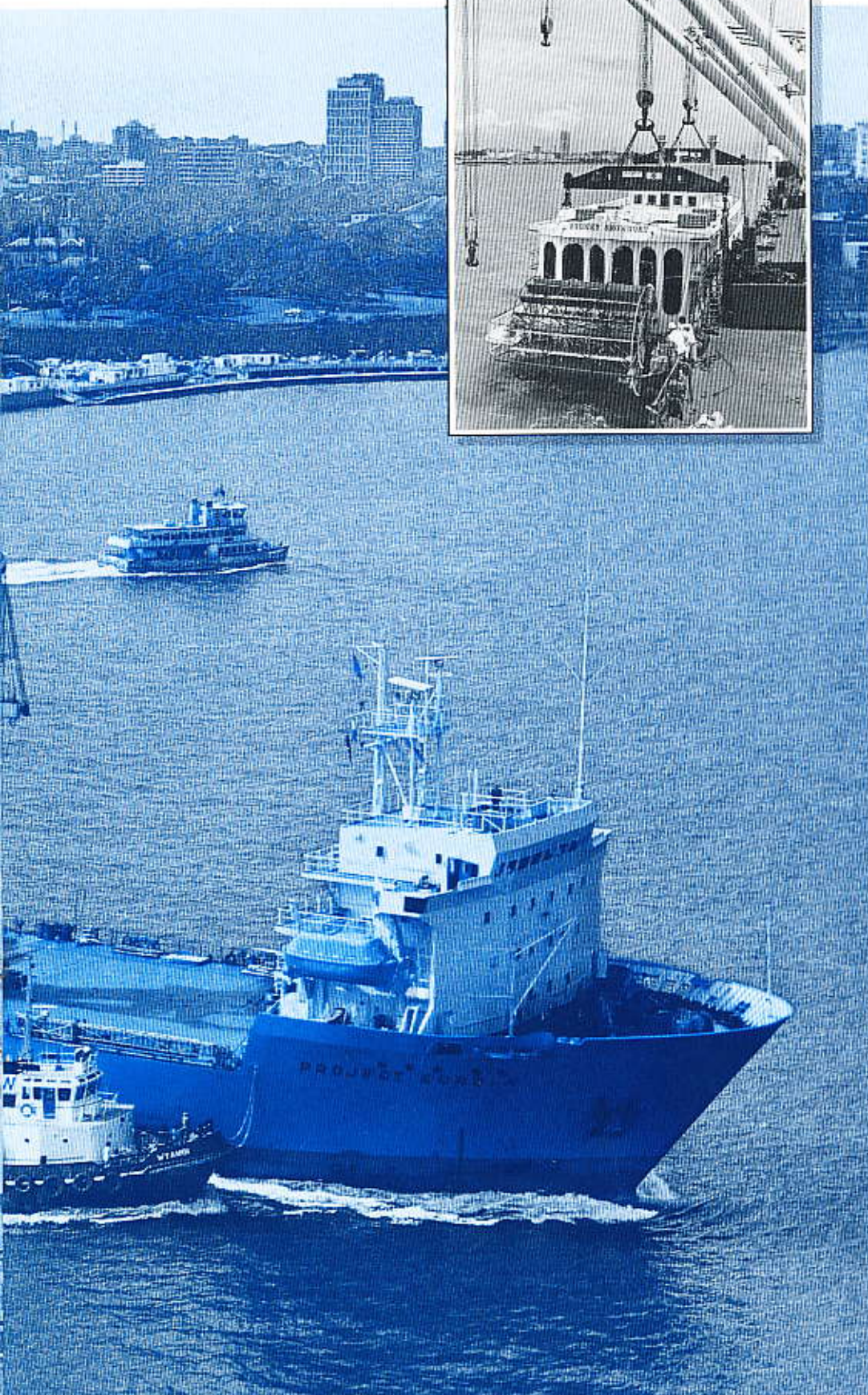
Mr Bekker was involved in the realization of the pool from beginning to end and has always firmly believed in the necessity of Mammoet Heavy Lift Partners. "When we started the pool back in 1985 we suddenly went from 4 to 15 vessels and that had an enormous impact on our organisation. The arrival of the "HAPPY BUCCANEER" already meant that capacity was doubled. It gave us a much larger grip on the heavy lift market. Through the pool we became the world's largest heavy lift carrier by sea, in terms of size and capacity of the fleet. In addition to that we were not forced to invest heavily in expanding our own fleet in a completely different market situation.

Ratio of distribution

Dividing costs and proceeds within the consortium is determined by "weighing" the vessels of the various partners. Every ship is weighed by means of a formula, in which for instance the capacity, the loading gear and the ability to submerge play an important part. "We have never had any problem with the partners on this subject. The formula must be very accurate", according to Mr Bekker. "Through the composition and the technical abilities of the fleet, as well as through the Heavy Lift Partners, Mammoet Shipping has built up a very strong position in this market. We have multi-purpose vessels at our disposal making it possible to adapt more quickly to changing market situations.

"Showboat to Sydney"





"The first paddle-wheel vessel to operate in Sydney for more than a century swept into the harbour today, but not under her own steam. The majestic Mississippi-style PS Sydney rode in on the back of the cargo carrier m.v. "PROJECT EUROPA" from Singapore."

These were the opening lines published in the Australian paper "Sun" on 5th December of last year.

It was one of many articles written in the Australian press on the occasion of the shipment and safe arrival of the 41.6 m long paddle wheeler, riding piggy back on Mammoet Heavy Lift Partners' heavy lift vessel "PROJECT EUROPA".

Through the kind cooperation of Nedlloyd Swire PTY Ltd an extensive media release was distributed in which Mr David Field, deputy manager of Nedlloyd Swire, said: "the "PROJECT EUROPA" which has carried the paddle steamer from Singapore to Sydney, is one of a fleet of specialised vessels, operated world-wide by Mammoet Shipping. The Mammoet vessels specialise in heavy lift and project cargo and the discharge of the "P.S. Sydney Show Boat" is believed to be the largest single piece of cargo ever landed in Sydney Harbour and its arrival will mark the end of its maiden voyage, the 4175 nautical mile journey from Singapore to Sydney.

In addition to the discharge of the paddle steamer, the "PROJECT EUROPA" will discharge a yacht and 120 boxes of containerised cargo. From Sydney the ship will proceed to Portland Victoria to load heavy lift generators destined for Yokohama."

howboat to Sydney™

Shell's bullwinkle project almost completed



Ocean Industry

NOVEMBER 1987



Operations

Steelhead comes onstream; Bullwinkle nears completion

Four field-tested innovations from recent conferences

Whipstocking off a drive pipe stub

New/useful tools

6,000-psi gas swivel passes test

Water clarifier removes dissolved oil with solvent gas

Cold forging device eliminates welding

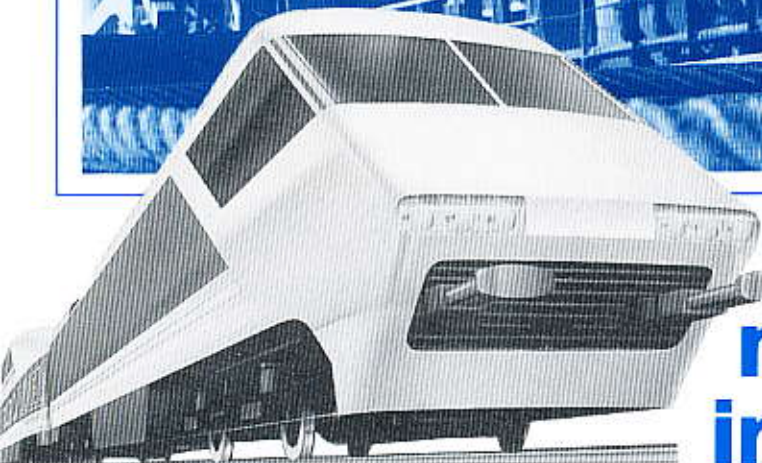
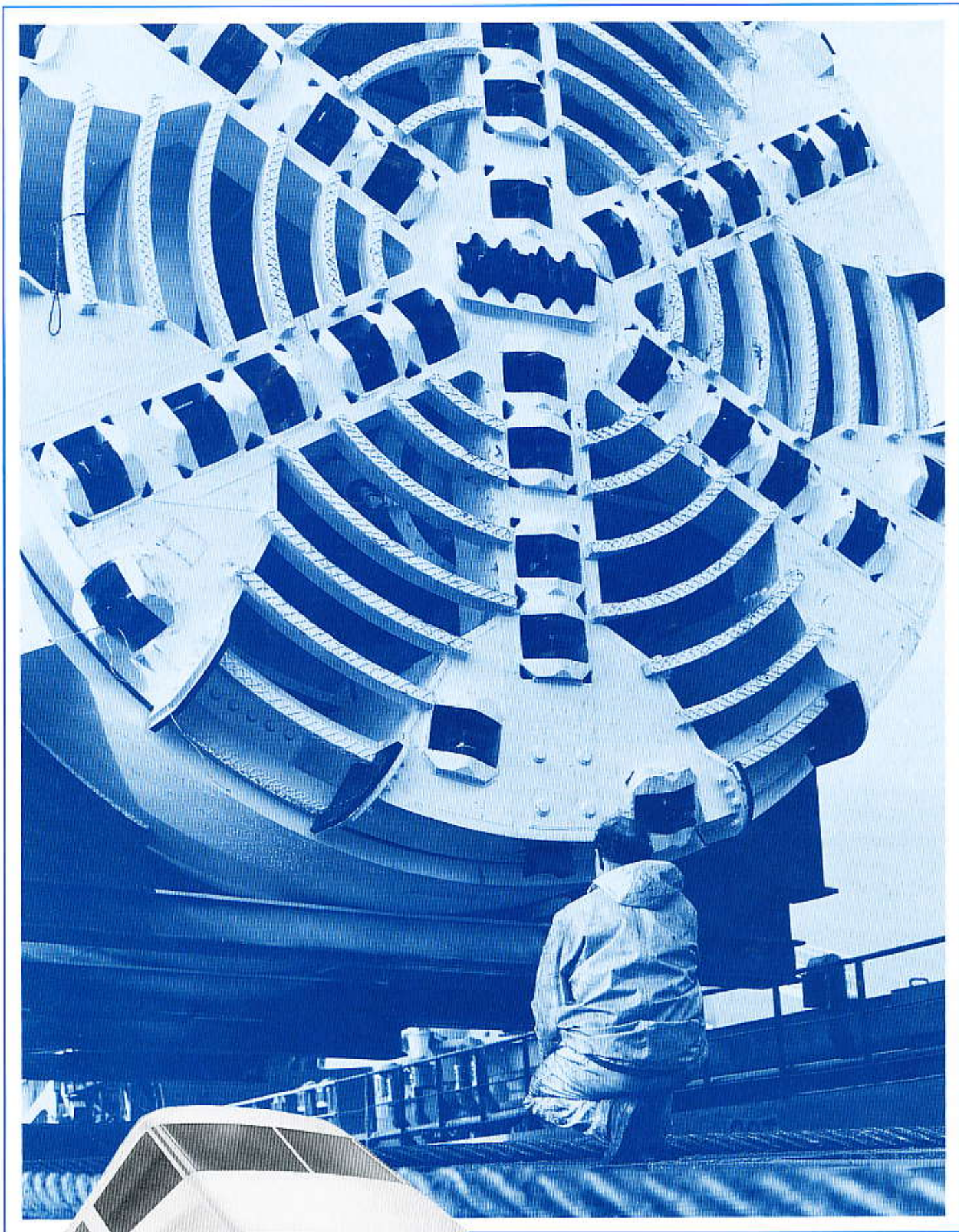
See more news in
Shell's Bullwinkle Journal
at Ingleside, Texas.

In the offshore magazine "Ocean Industry" of November 1987 the front page was reserved for an aerial view of the Bullwinkle jacket construction, which has taken on enormous dimensions.

The structure, which was built horizontally, has a length of 417 m and weighs 50,000 tons. Therefore it is the world's largest jacket structure.

Mammoet Shipping transported the components for the construction in six shipments from Japan to Ingleside near Corpus Christi in Texas.

The "mammoth" oil platform jacket will be delivered in June of this year. Ocean Industry says that limited oil production will start in 1990. Oil production at the Green Canyon Block 65 field, which has a depth of 411 m, will reach its top production of 50,000 barrels a day in 1992.



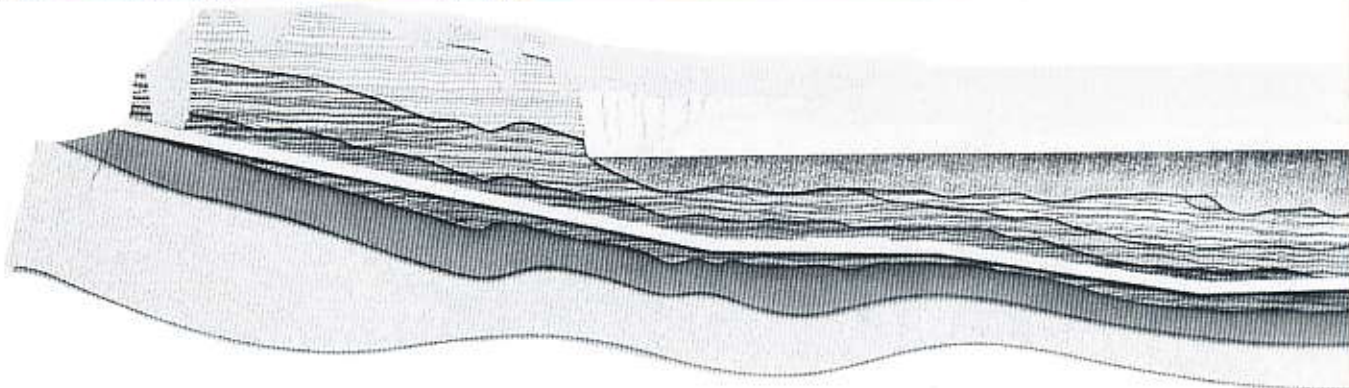
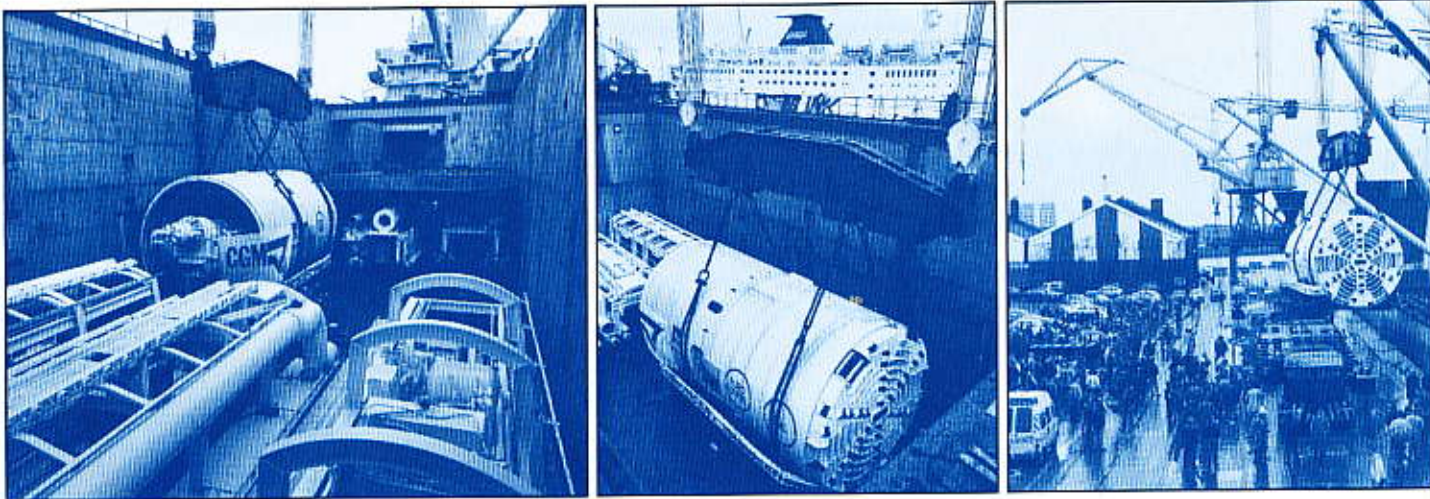
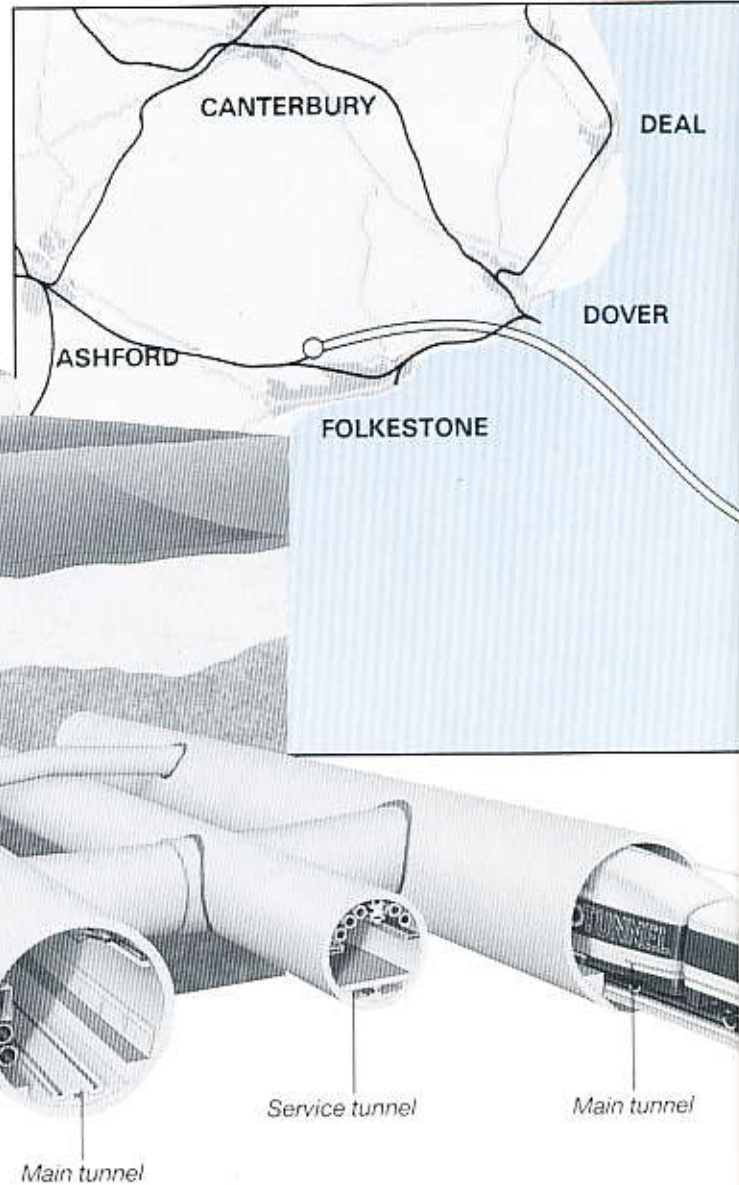
**Eurotunnelling
machine arrives
in Calais ...**

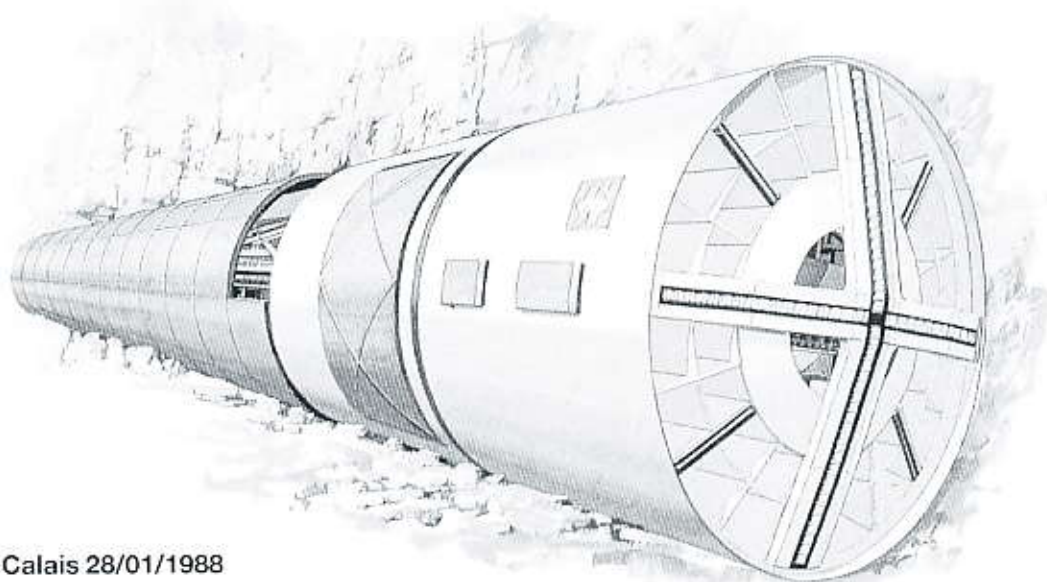
Mammoet PR manager arrives in France

Calais 28/01/1993

The shuttle train arrives at the French terminal in Coquelles near Calais after a smooth 35 minute ride through the 50 km long rail tunnel under the Channel.

This morning, your Mammoet Mail reporter left the Mammoet office in London and will shortly be driving his car off the specially designed tunnel train, which can carry up to 200 motor cars and its passengers. As usual our reporter missed the train at the U.K. terminal in Folkestone, but that turned out to be no problem. A train leaving every 12 minutes during the rush hour dismisses the need for reservations. In short: you can go whenever you like. There is no delay at the customs on the French side, because all formalities were settled at the U.K. terminal so your reporter will be hitting the road again within minutes to meet his appointment in the office of Mammoth France in Paris. Crossing The Channel from England to France in under 35 minutes, at 160 km per hour. Travelling from London to Paris in around three hours, city centre to city centre. Is this a fantasy? It won't be, because within five years





Calais 28/01/1988

Mammoet's heavy lift and project cargo vessel "PROJECT AMERICAS" arrived at the port of Calais the other day in stormy weather conditions.

In her holds she carried a precious cargo: a giant drilling machine, custom designed and built in Portland, U.S.A. for the Eurotunnel project.

Four more tunnel-boring machines, even bigger than this one, are to follow. Two of them will be built in the U.K. and two in Japan.

All sections of the 300 m long and 1000 ton drilling machine were loaded and unloaded by the ship's own gear.

The largest section of the 4.5 m wide tunnel-boring machine, the 420 ton "mole" or nose, which houses the propeller-like, carbide-bladed cutterhead, was unloaded directly onto special platform trailers.

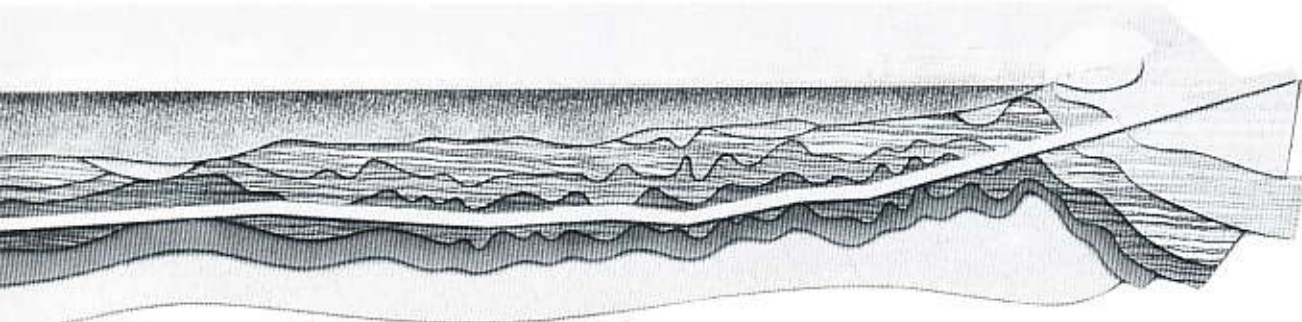
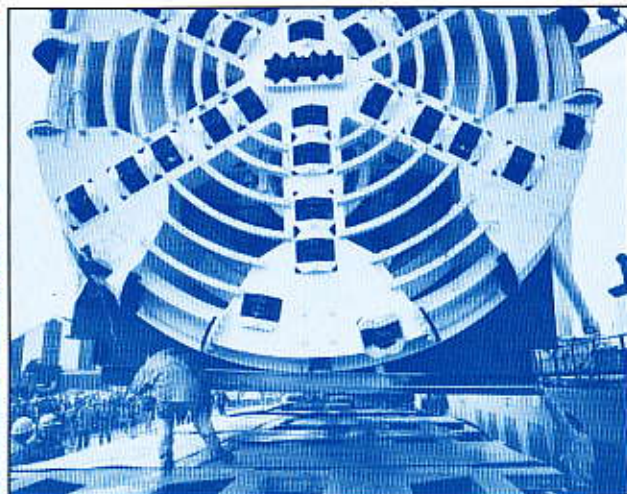
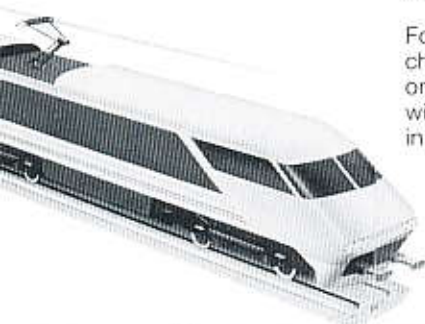
After the last leg of the journey, the machine will be assembled in the 60 m deep construction shaft, and it will start drilling the preliminary or service tunnel.

The tunnelling work is scheduled to start in early March from both sides. The "mid-tunnel breakthrough" is expected to take place towards the end of 1990.

When the Eurotunnel is opened for traffic in 1993, an ancient dream will be realized: a convenient, fast and reliable way to cross the Channel.

In the first year of exploitation the Eurotunnel is expected to be used by 30 million passengers and 15 million freight tons of cargo.

It will certainly change the travel map of Europe.



"Cranes on the move"

The m.s. "HAPPY BUCCANEER" transported a container crane from Korea to the port of Cristobal in Panama.

The crane was shipped in two main parts. The lower portal block of 205 tons was 24 m long, 19 m wide and 36,5 m high. The other part was the upper structure of 355 tons with a length of 92 m.

The 360-degree rotating cranes of the "HAPPY BUCCANEER" made it possible to assemble

the two parts directly alongside the quay. By the time the vessel left, the crane was almost ready to be used.

Another crane was shipped on board the m.s. "PROJECT EUROPA" from Finland to Kerch in the U.S.S.R.

The crane was intended for a lash-ship and weighed 520 tonnes. Its dimensions were 28 m x 25 m x 16 m and it was transported in one piece including the bogies.



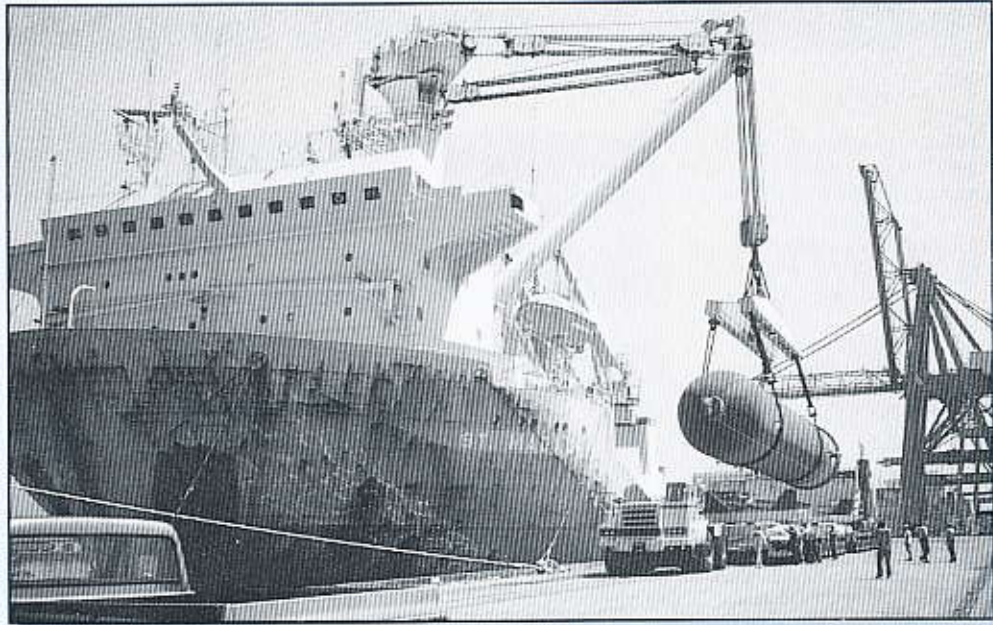
From our reporter in Middlesbrough

For a few hours on 5 September 1987, Mammoet's worldwide fleet of ships was increased by one, with the launch in Newcastle, England, of a raft, the "Happy Bedbath". The raft was built by Mammoet's Middlesbrough office, and took part in a race on the River Tyne. This race was organised by BP Oil Company to raise money for a local charity. The raft was "pro-

pelled" by an all-lady crew of Mammoet employees and wives, supported by nurses from the local hospital.

Although not built for "speed", the "Happy Bedbath" did have the most beautiful crew. She completed the course, and was featured in news reports on local TV and press.





Magnum shipment for St. Magnus

Using ship's own 800 ton gear, this main reactor for a hydro-treater, weighing 724 metric tons, was unloaded in Los Angeles and was then transported to a West Coast oil refinery.

According to a spokesman, the weight of the two large reactor pieces exceeded all single-piece heavy lifts ever handled in the history of the ports of Long Beach and Los Angeles.

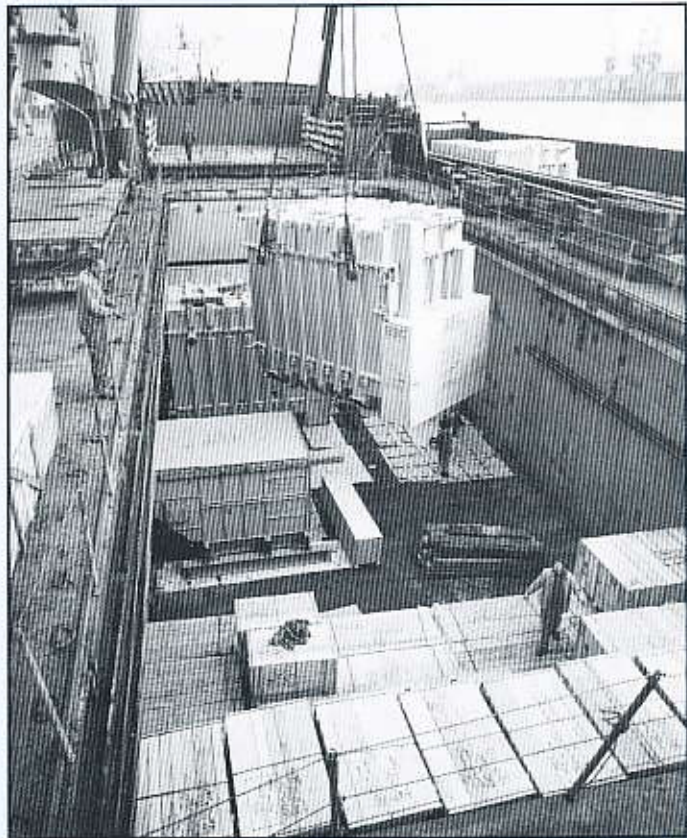
In total 4 columns of different weights and sizes were shipped from Kobe in Japan to the U.S.A.

And for that you need a special ship.



Project cargo from Rotterdam

Two different shipments of project cargo were forwarded from Rotterdam. The m.s. "STARMAN AUSTRALIA" loaded cargo for a powerplant in Thailand and the m.s. "PROJECT ORIENT" is pictured in the same port while loading project cargo.

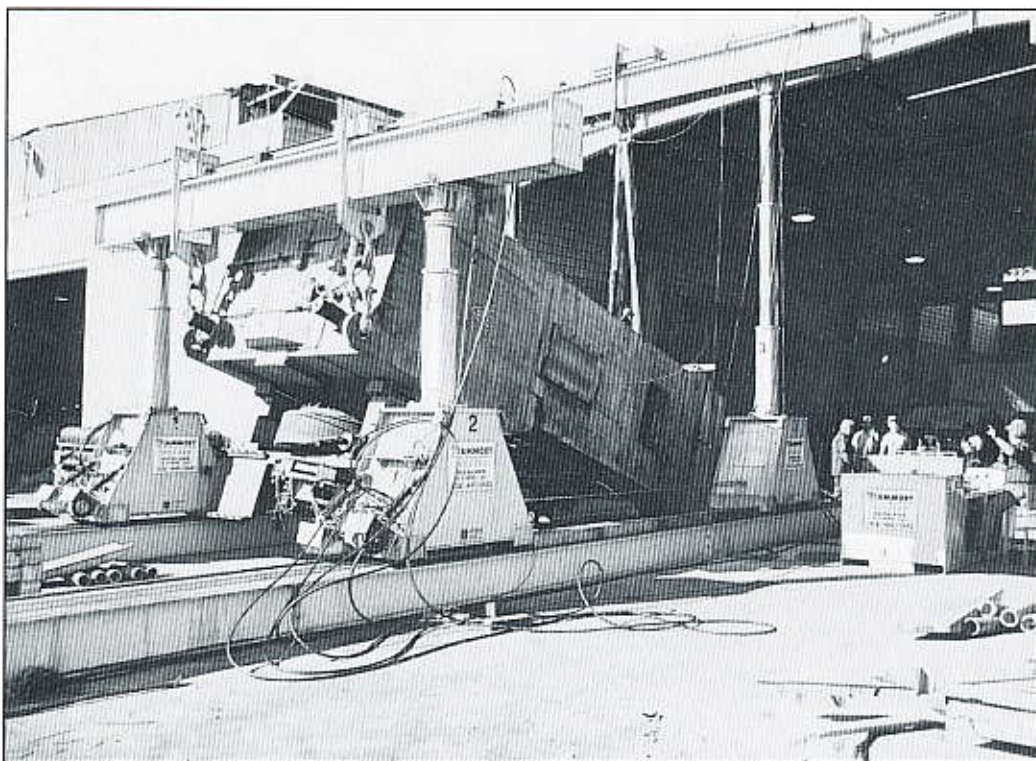
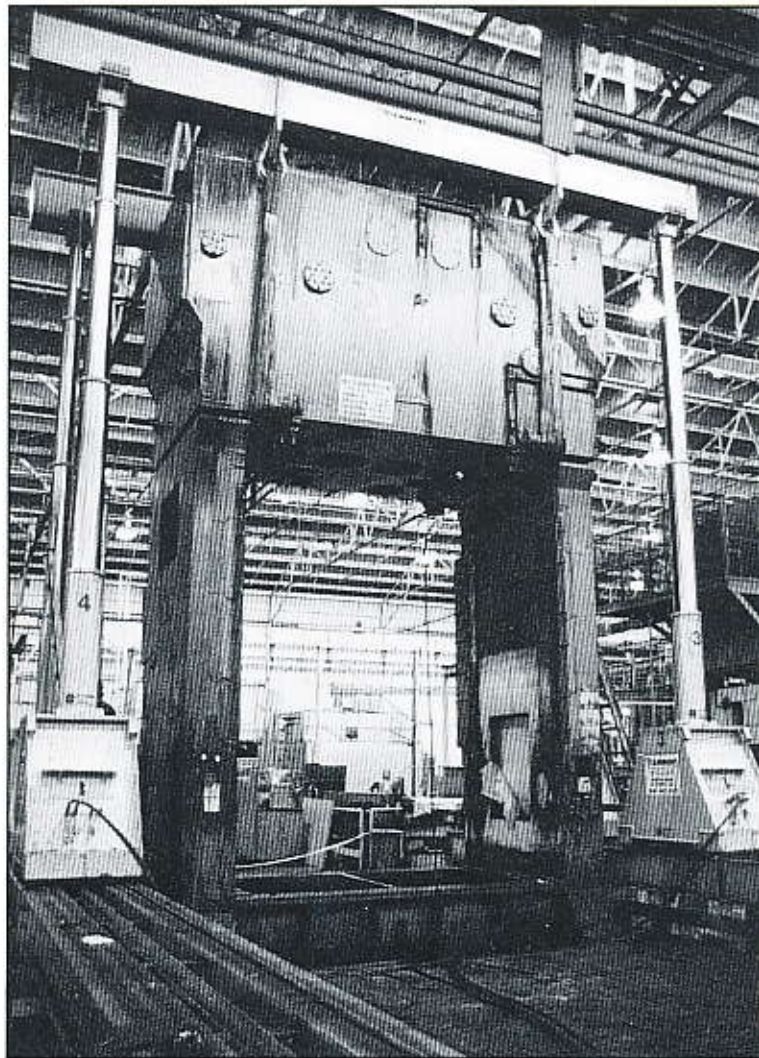


Mammoet Western

The latest newcomer to the Mammoet group is Mammoet Western Inc., based in California. This new company came into existence when Mammoet Transport B.V. recently acquired the well-established company Western Industrial Movers Inc. (WIM) and re-named the firm Mammoet Western Inc.

The company is continuing its activities in transportation, rigging and erecting for a variety of manufacturers and dealers in machinery and industry. The services include dismantling, machinery removal and installation from an individual machine up to a complete factory. Over the years the company has developed the skills to handle plant moves on a complete turnkey basis. The scope of these operations can include general contractor services such as engineering and the laying of concrete foundations as well as electronic and plumbing services.

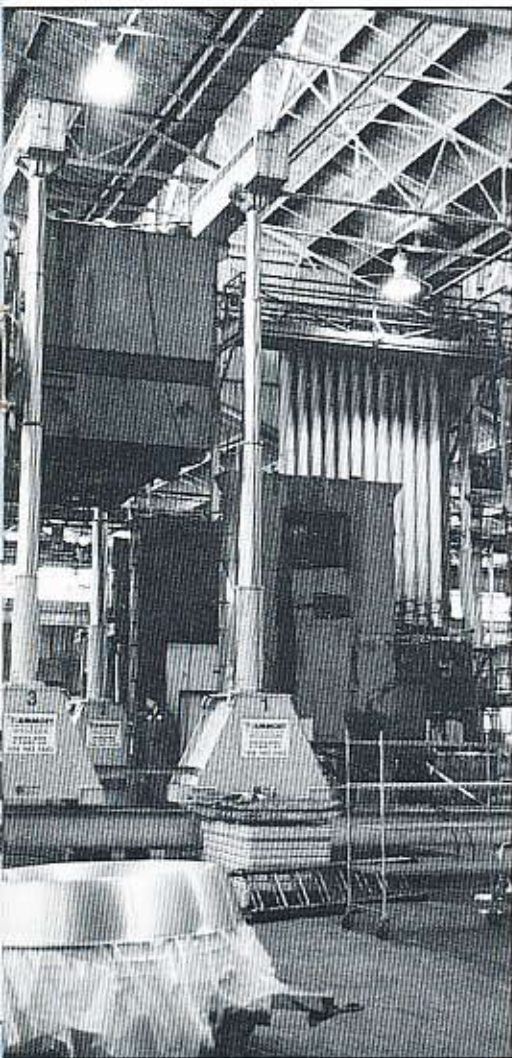
Mammoet Western Inc. has the know-how and variety of equipment at its disposal that enables the company to deal with any technical and operational challenge. It can offer its door-to-door and turnkey services with inhouse-trained specialists and company-owned equipment throughout the U.S.A.



Mammoet Western Inc. crosses the Mexican border. At Mexicali, Mexico B.C., Mammoet Western was called up to erect and set into a pit foundation the heaviest piece of machinery in the whole region. The machine was a Clearing 750-ton Punch Press weighing 200 tonnes.

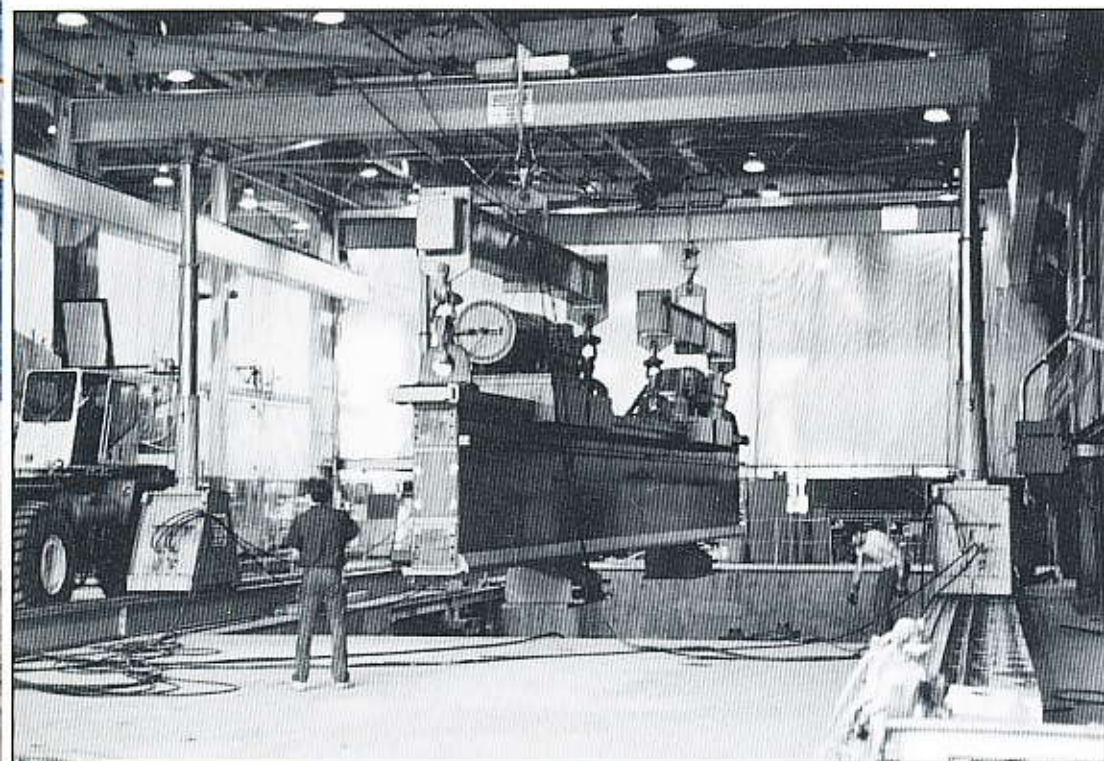
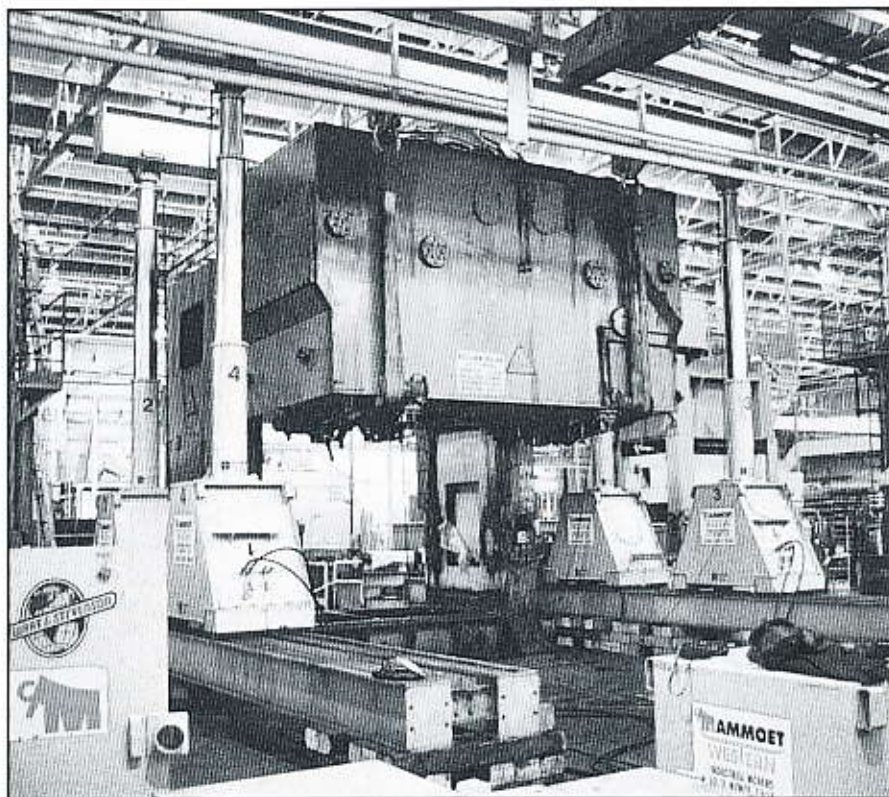
The press was rolled into place and then, with the use of Mammoet Western's 400-ton gantry system, it was stood upright, propelled into position and lowered into the foundation pit.

going strong



The successful removal of a clearing forming press from a major aircraft parts manufacturing firm in San Diego, CA, was recently accomplished with the use of Mammoet Western Inc.'s 400-ton hydraulic gantry. The machine weighed 250 tons, with the heaviest piece, the crown, being 80 tons.

The working space was limited, and there had to be a minimum of disruption to productivity. But this posed no problem for Mammoet Western, who completed the job smoothly within one week.



The installation of one of the world's largest stretch-forming presses was recently contracted by Mammoet Western Inc. It involved the turnkey installation of a Sheridan Gray 1500-ton Stretch Press for a major aircraft manufacturer. The press had to be disassembled and loaded onto trucks at the manufacturer's site, transported 25 miles, and then unloaded and assembled at its destination.

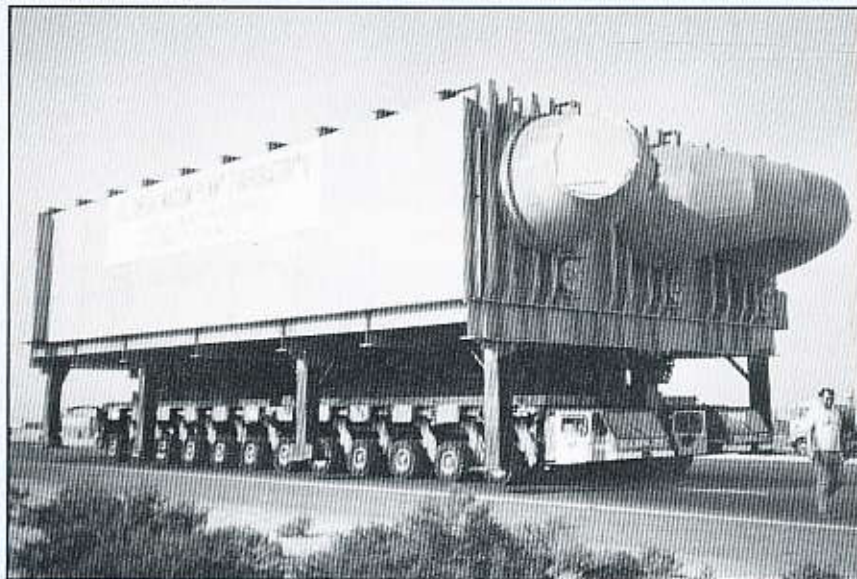
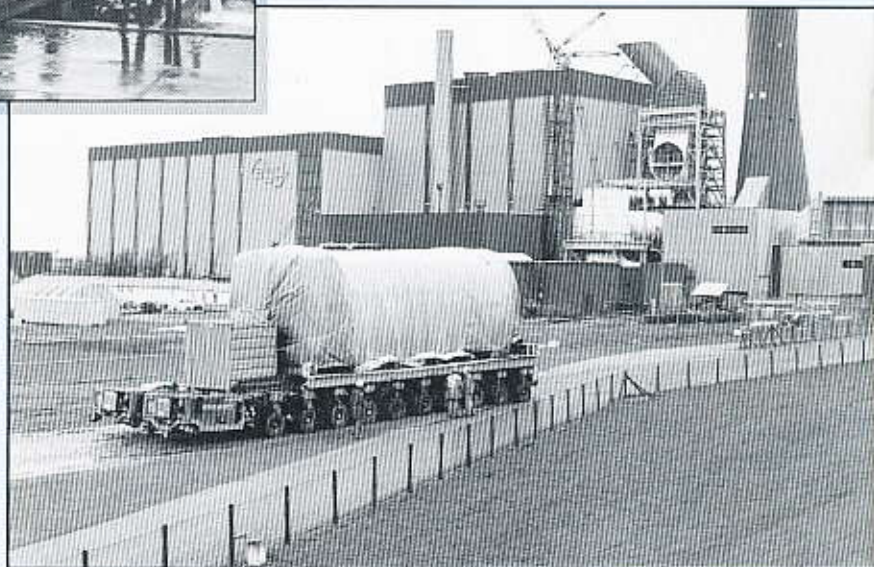
The press weighs approximately 1000 tonnes with a heavy lift of 200 tonnes, being the two rail and yolk assemblies, which are 9 feet wide, 10 feet high and 60 feet long. The press was placed into a pit which was 15 feet deep and 90 feet long with a span of 30 feet.

The project was successfully completed with the use of Mammoet Western's newly acquired 400-ton hydraulic lifting gantry.



Generator on wheels

This 400 tonne generator for the Eemshaven powerplant at Groningen was transported by 80 self-propelled wheels over the public roads. The generator will be installed again after renovation.



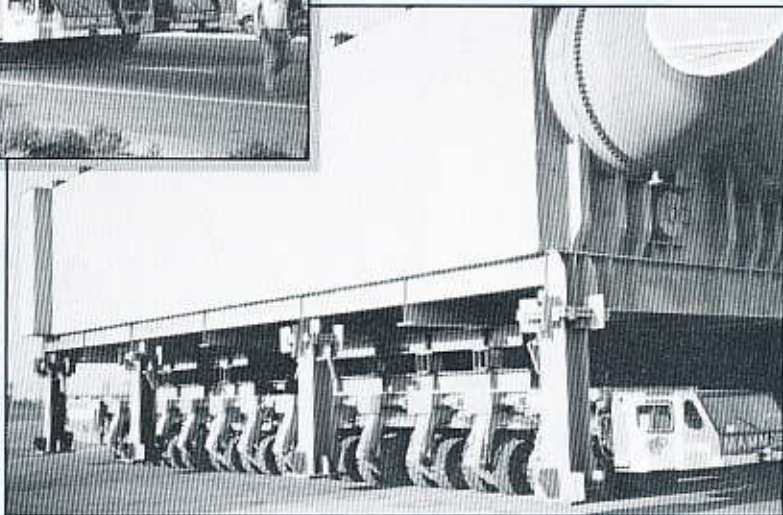
Evaporator blocks for Dubai

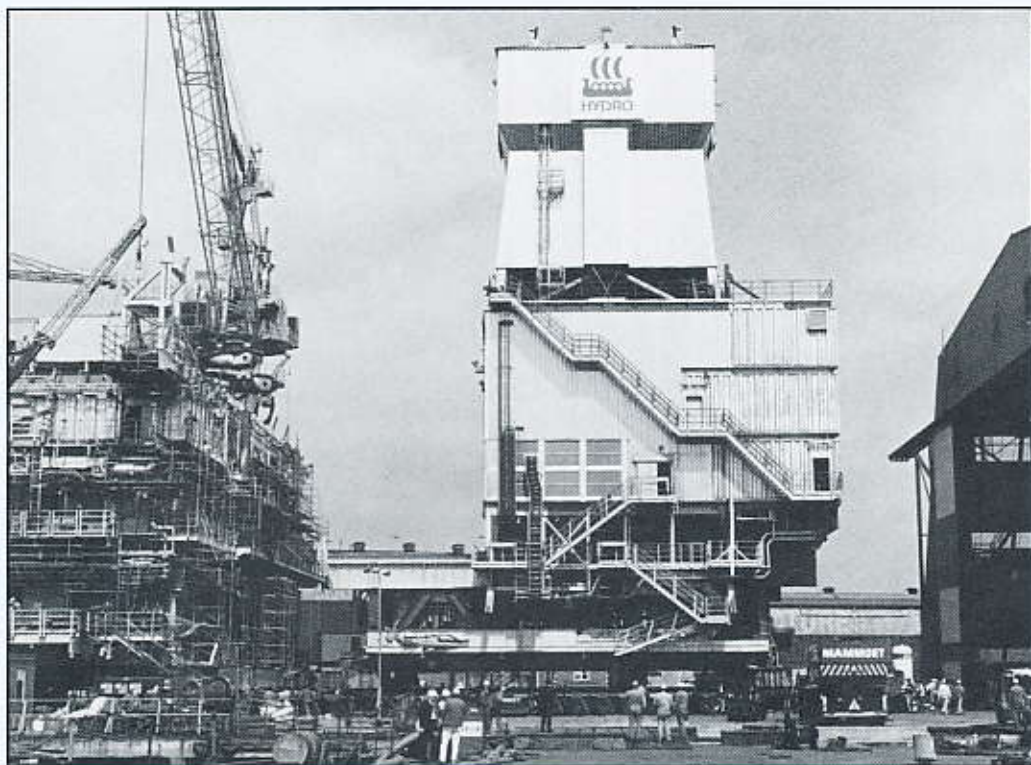
Mammoet's self-propelled modular transporters were recently used for the discharge and transportation of a vast number of evaporator blocks destined for the Jebel Ali desalination plant in Dubai.

The evaporator blocks had to be lowered onto foundation and positioned with the utmost

care. In such cases the features of the S.P.M.s, such as computer-controlled steering and 360-degree rotating axles, are very convenient indeed.

At the same time the S.P.M.T.s were used outside Europe for the first time. In the near future we anticipate more transport projects for this efficient and reliable system in various parts of the world.





Sky high movement

A spectacular load-out was performed in Gorinchem, The Netherlands, with the use of 132 self-propelled axle lines.

This module with a height of some 40 meters and a weight of 1602 tonnes was one of a set of three drilling facility modules, which will be installed in the Oseberg B field in the North Sea.

The respective weights of 2733, 2284 and 1602 tonnes were certified by Mammoet's electronic weighing system.

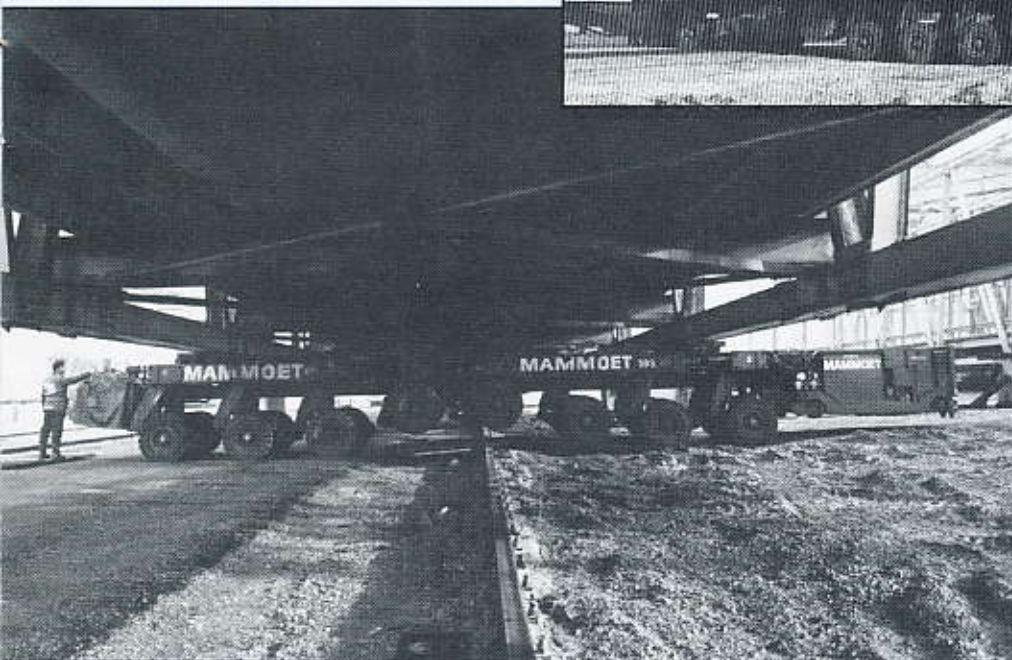
Bridge for Bangladesh



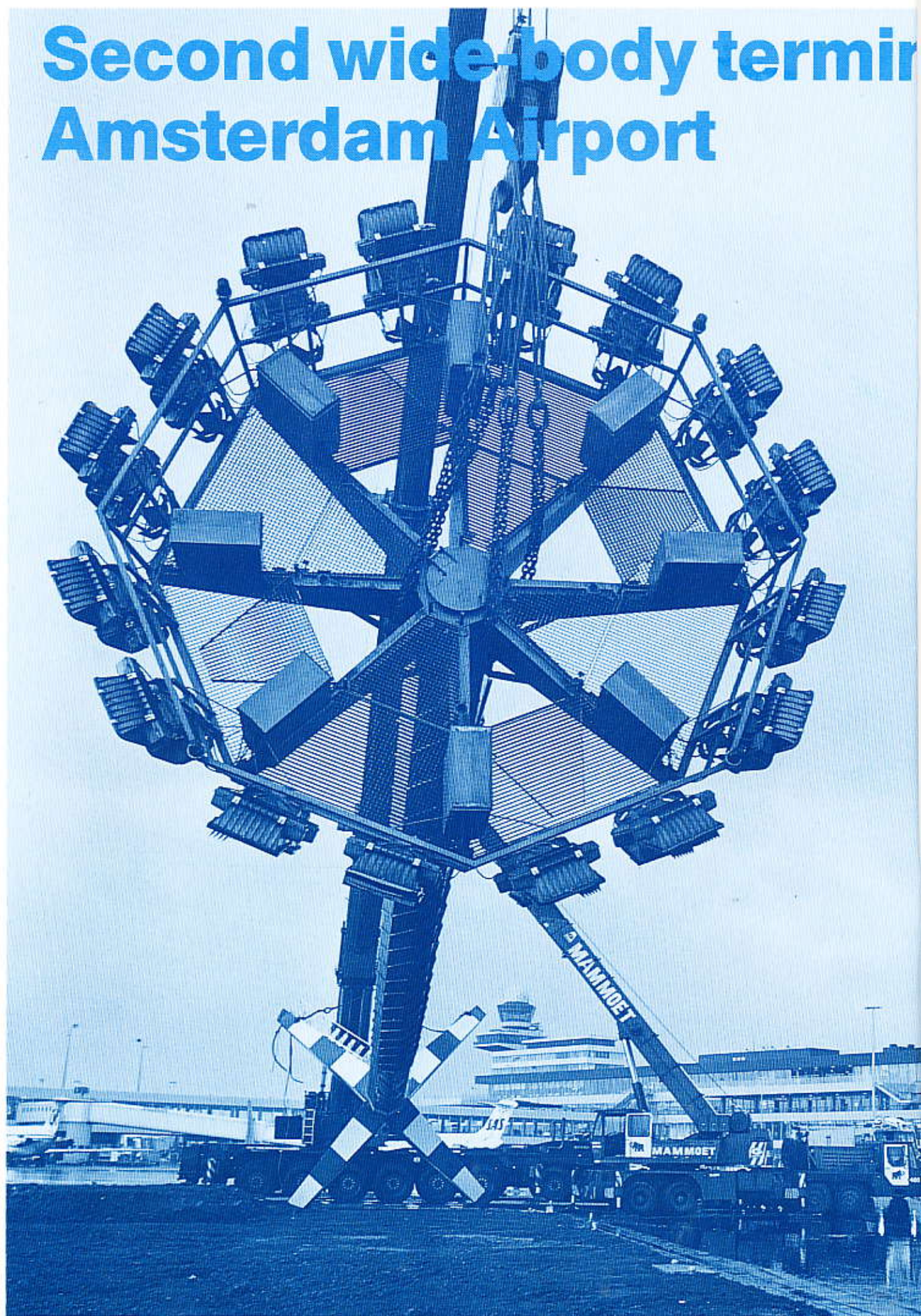
A section of the 3 km long temporary bridge that connected the flood barrier in the Oosterschelde with the artificial island Neeltje Jans for nine years will be put to use in Chittagong in Bangladesh.

It is now being removed by Smit Tak and Van Splunder and dismantled in the port of Kats. The segments were transported by Mammoet's self-propelled modular transporters to be stored temporarily.

The part that will be used to bridge the 922 m span of the river Karnaphuli will be shipped to Bangladesh towards the end of this year.



Second wide-body terminal Amsterdam Airport



Terminal opened at

The new C-terminal at Schiphol Airport was opened by His Royal Highness Prince Claus of The Netherlands on December 14th last year.

This terminal is the second one at the airport to be exclusively used for the handling of wide-body aeroplanes. The construction of this special terminal commenced in 1985. It was built because of the strong increase in flight movements of the airplane types Boeing 747, DC 10 and Airbus.

The new C-terminal has a length of 340 m and is therefore twice as long as the old one. At the front of the terminal four wide-body planes of the Boeing 747-400 type can be lined up next to each other. These aircrafts have been ordered by KLM and are the biggest commercial aeroplanes for passengers available to date.

Six more "conventional" wide-body planes can be parked along the length of the terminal.

Close to the terminal, a giant lamppost had to be erected. Mammoet was called in for the job, and with the help of a 330 ton hydraulic crane and a 30 ton tailing crane the work was completed.





De 330 ton hydraulische auto-
kraan, bezig met de montage van
een opslagtank.

Bungalow op transport

Wanneer u als trotse eigenaar van een bungalow de behoefte voelt met huis en al te verhuizen, dan moet u contact opnemen met Mammoet.

Aldus werd deze houten bungalow van Eibergen naar Putten vervoerd, waarbij een gedeelte van het traject per binnenvaartschip werd afgelegd.

In Harderwijk werd het huisje met een hydraulische kraan overgeslagen op een 3-assige uitschuiftrailer, waarna onder politiebegeleiding het laatste deel van de route werd afgelegd.



Sleepboot naar Oosterhout

Een spikspinternieuwe 6-assige uitschuiftrailer werd ingezet voor het transport van dit ca. 20 ton zware scheepscasco van Made naar Oosterhout.

Na aankomst werd het scheepje met behulp van autokranen te water gelaten.



Nieuwe vestiging in Zuid-Limburg

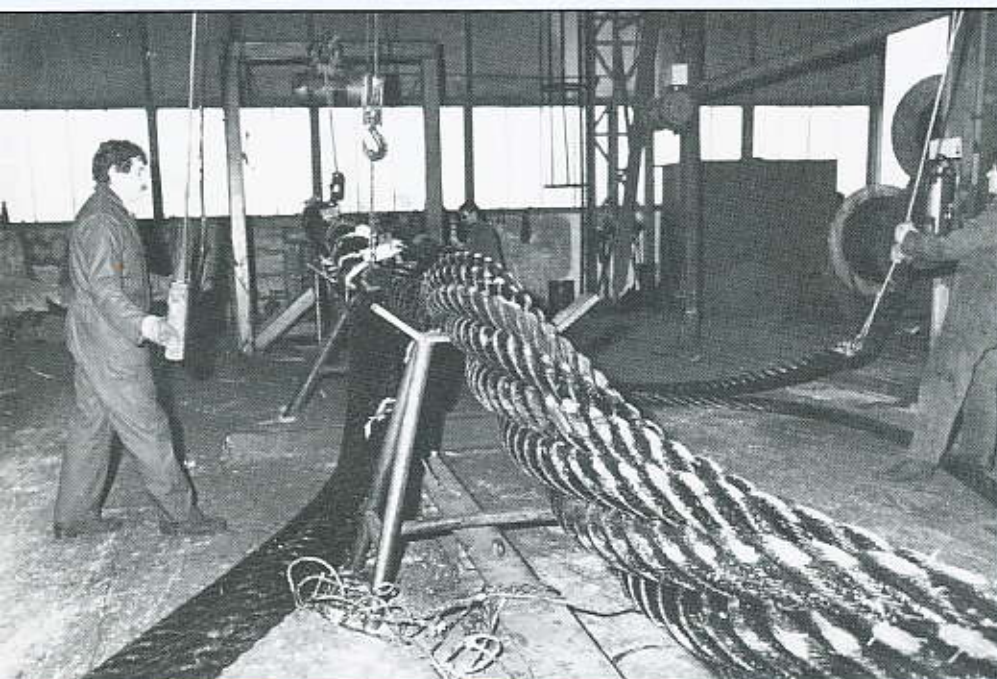
Goed nieuws voor onze relaties in Zuid-Limburg.

Op 7 april a.s. opent Mammoet Stoof een vestiging met eigen materieel in Sittard.

Uw contactpersoon daar is de heer Wim van der Lee, die u van dienst zal zijn bij alle voorkomende transport- en hijswerkzaamheden. Het adres is als volgt:

Mammoet Stoof B.V.

Industriestraat 12, 6135 KH SITTARD, tel: 04490-25100, tlx: 36073, fax: 04490-26040



Lang, dik en onhandig

Als reusachtige spaghetti slieren hangen deze staalkabels in de haken van een kraan van Mammoet Stoof.

Deze overslag werd recentelijk uitgevoerd met behulp van een 170 tons en een 90 tons hydraulische autokraan. In totaal werden 16 kabels vervoerd en overgeslagen met een lengte van 90 meter en een gewicht van 52 ton per stuk.

Plaats van handeling was het terrein van Hendrik Veder in Rotterdam. Een bedrijf dat onder andere is gespecialiseerd in het bewerken en invlechten van (zware) staalkabels.

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