

# MAMMOET *mail* 13

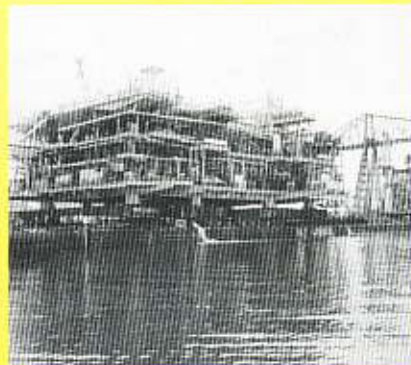
House magazine of  
Mammoet Transport B.V.



**3** Mammoet sponsors elephant



**10** Integrated transport to Scotland



**14** A record load out on the Tees

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Printing: Drukkerij Hedes B.V.

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### VAN DE REDAKTEUR

In de Amerikaanse filmindustrie is de Oscar de hoogste onderscheiding die te behalen is en het is een bevestiging van de kwaliteit van een film, een acteur, de regie, enz.

Niet voor een film, maar voor de harde werkelijkheid was het Certificaat van Waardering dat dhr Makio Kanno van Ishikawajima-Harima Industries (IHI) aan Mammoet Transport overhandigde. In Japan voor het bedrijfsleven bijna evenveel waard als een Oscar.

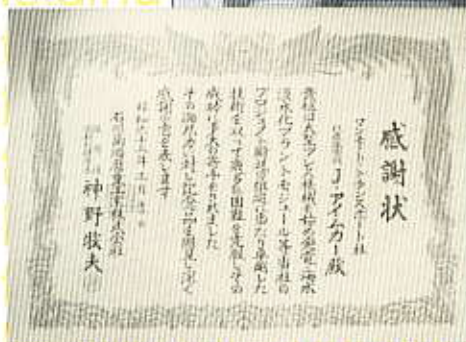
Het Certificaat werd aan Mammoet toegekend voor het uitstekende werk dat Mammoet heeft verricht tijdens de transporten van projectlading voor deze Japanse firma.

Mammoet Transport werd speciaal geprezen voor het transport van complete carrosseriepersen voor General Motors. Voor dit zoge-

naamde "Titan Project" werden 117596 vrachtonnen van Yokohama in Japan vervoerd naar New Orleans en de Grote Meren in Noord-Amerika. Tussen september 1985 en februari 1988 zijn voor dit project 22 reizen uitgevoerd met gemiddeld 3.000 ton lading.

Het certificaat geldt ondermeer ook voor het transport van een door IHI gebouwde krachtstation/ontziltingsfabriek naar Antigua in Latijns Amerika in de zomer van 1986. De hele fabriek werd verscheept in 4 modules, waarvan de twee zwaarste elk 450 ton wogen. Na de zeereis heeft Mammoet de lading overgezet op twee platformtrailers naar locatie gereden en de grootste stukken op fundatie geplaatst.

Dit was de eerste keer dat deze Japanse firma ooit een transport bedrijf in het zonnetje heeft gezet.



Mr J. Ijmker, Director of Mammoet Transport receives the Letter of Appreciation from Mr Makio Kanno, Director of Ishikawajima-Harima Industries (IHI).

"Titan Project" conveyed a total of 117596 freight tons from Yokohama to New Orleans and the Great Lakes. Between September 1985 and February 1988 22 voyages were carried out for this contract with an average of 3000 weight tons per voyage.

The transportation of a power and desalination plant to Antigua in Latin America in the summer of 1986 was also mentioned. This plant was shipped in 4 modules, of which the heaviest two each weighed some 450 tonnes. After the seavoyage, the cargo was loaded onto Mammoet's own platform trailers, carried to the site and placed on foundation.

It was the first time that this Japanese company has ever applauded a transport/shipping company.

### FROM THE EDITOR

In the American film industry an Oscar is the highest honour one can get and it is a recognition of the quality of a movie or an actor etc.

Mammoet did not receive an Oscar. But the Letter of Appreciation that Ishikawajima-Harima Industries (I.H.I.)'s director Mr Makkio Kanno handed over to Mammoet, had almost the same value.

Mammoet Transport was especially commended for the transportation of complete press lines for General Motors. The so-called



Mammoet  
is a company of the  
Royal Nedlloyd Group.

# Mammoet in the Amsterdam zoo

## Mammoet in Artis



**This year, Artis, Amsterdam's zoo, is 150 years old. To celebrate the occasion, quite a few events have been organized.**

**As one of the first activities in this jubilee year, Artis asked organisations in and around Amsterdam to sponsor one or more animals. From the proceeds of this action, Artis plans to provide the badly-needed extension of the grounds.**

Many companies reacted to this initiative. A company dealing in glasses, for instance, has sponsored a spectacled cobra, the old-Dutch bicycle factory Gazelle sponsored the Dorcas gazelles, the importer of Jaguar has adopted the jaguar and, with the Jumbo-jet in mind, the Dutch airline KLM took on an elephant for their account. Overall, more than 50 companies joined in this action.

Mammoet Transport also liked the idea and considered it important for Amsterdam to sup-

port such an old and well-known institution as Artis. We contributed to the event by sponsoring an elephant. The mammoth itself was of course not among the livestock of the zoo.

Mammoet's elephant is called Murugan. He was born on 23 January 1953 on an elephant farm in Malabar in India. In 1954, he was sent to The Netherlands as a gift from the Indian Prime Minister Panit Nehru.

During the 35 years of his life, Murugan has become quite a personality within the Artis menagerie. His appearance has also changed. Rooting up the earth of the elephants' quarters, three times he broke off a piece of each of his tusks. That is why there is hardly anything left to be seen of the proud ivory, which at first sight distinguishes the male from the female.

Queen Beatrix was invited to the zoo for its actual "birthday". On her tour through the garden she passed the elephants' quarters, to which Murugan reacted enthusiastically.

**De Amsterdamse dierentuin Artis viert dit jaar zijn 150-jarig bestaan en maakt dat duidelijk door een groot aantal evenementen. Als een van de eerste activiteiten in dit jubileumjaar bood Artis aan organisaties in en om Amsterdam de mogelijkheid een of meer dieren te sponsoren. Met de opbrengst zal dan de al jaren broodnodige uitbreiding van het terrein bekostigd worden.**

Vele bedrijven hebben gereageerd op dit initiatief. Zo sponsorde bijvoorbeeld een onderneming in brillen heel toepasselijk de brilslang, de fietsenfabriek Gazelle sponsorde de Dorcasgazellen, de importeur van Jaguar nam voor dit jaar de jaguar onder zijn hoede en met de Jumbo-jet in gedachten nam de KLM een olifant voor zijn rekening. In totaal hebben ruim 50 bedrijven aan deze actie meegedaan.

Ook Mammoet Transport vond de ondersteuning van zijn oud

en bekend instituut als Artis is, voor Amsterdam van groot belang en droeg zijn steentje bij door een olifant te sponsoren. De mammoet zelf bevond zich natuurlijk niet bij de te sponsoren levende have.

Mammoet's olifant draagt de naam Murugan. Hij is op 23 januari 1953 geboren op een olifantenfarm in Malabar in India. In 1954 werd hij door de toenmalige Indiase premier Pandit Nehru als cadeautje naar Nederland gestuurd en vanaf die tijd verblijft hij in Artis.

In de 35 jaar van zijn leven heeft Murugan zich ontwikkeld tot een persoonlijkheid binnen de Artis menagerie. Ook uiterlijk zijn in de loop der tijd wat wijzigingen opgetreden. Hij heeft, door het wroeten in de grond, tot drie maal een stuk van zijn slachtanden afgebroken. Daarom is nu alleen nog aan de rechterkant van zijn slurf een gedeelte te zien van het trotse ivoor dat een olifantman op het eerste gezicht onderscheidt van de dames.

Tijdens de viering van het jubileum op 1 mei, bezocht Koningin Beatrix ondermeer het olifantenverblijf, waar Murugan zijn enthousiasme niet onder stoelen of banken stak.

# Walter Wright Mammoet is here to stay

Walter Wright Mammoet (S) Pte Ltd recently moved house to Tuas Crescent in Jurong, Singapore.

This new location offers better accessibility by road as well as by water, with a deep water berth where all ro/ro facilities are provided. This change of address also marks the end of a number of other changes that Walter Wright Mammoet went through last year.

"The new location is far better situated than the old one", says President and Chief Executive Rolf de Ruijter de Wildt, "and apart from the better working conditions for the office people, ample space is available for our rolling stock, storage and workshop facilities."

To give a brief outline of the company's history: Walter Wright commenced operations in 1969. They started as a crane rental company and within a short time they built up a good and reliable reputation. In 1986 Mammoet Transport decided to join forces on a 50-50 basis with the Verenigde Bedrijven Bredero, who owned the company.

Not only was the company's name changed to Walter Wright Mammoet, but also the logo of Mammoet was interfaced with the Walter Wright leaf. And even more important: the range of transport activities was broadened by Mammoet's participation, so that a full service transportation package can now be offered, whether it be craning, transport or shipping.

In September 1986 Mammoth Gulf in Dubai joined the club and in the same year an American Hoist 11320 with Sky Horse and Guy Derrick attachments were acquired.

In the following year one Manitowoc 4100 crawler crane with a ringer attachment, two Manitowoc 4600 crawler cranes and an M4600 ringer attachment were purchased, followed by the addition of a third M 4100 ringer attachment.

At the same time projects were booming in the entire region.

Another significant change in the organisation took place in July 1987, when Mammoet Transport took over the remaining 50% share from its partner Bredero. This was the reason that the logo was changed once again. The final result is a golden Mammoth, the symbol of strength and power.

"Too many changes in a company in a short period might frighten the clients away," says Rolf de Ruijter de Wildt, "but when you see these developments lined up, they only show improvement and we are very happy that we can tell our clients: Walter Wright Mammoet is here to stay!"

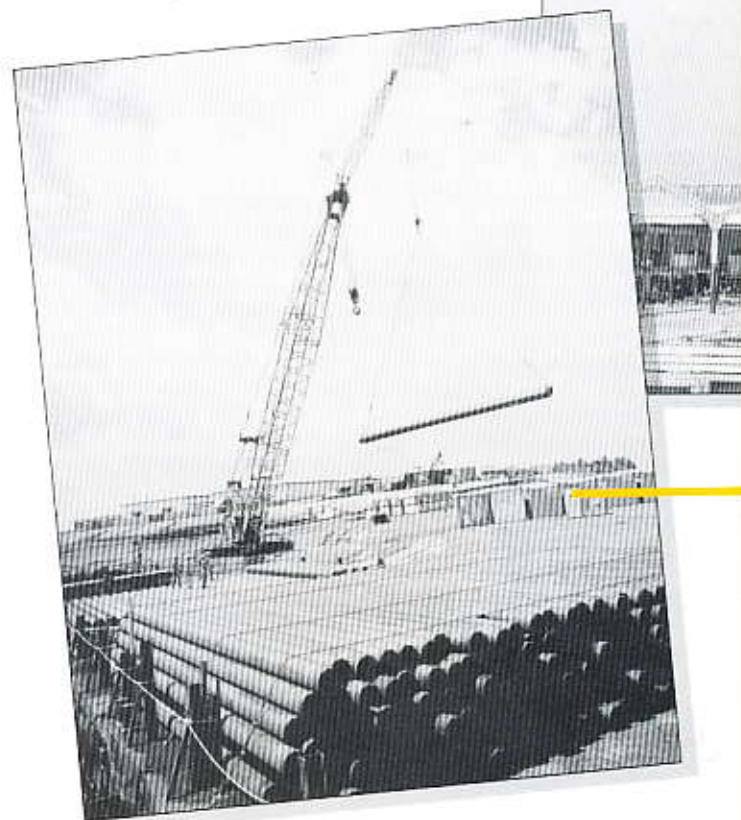
Rolf continues: "It is appropriate therefore, that we follow and be in line with Singapore's national slogan: 'To strive for excellence and quality and to be proud in the work we do'. We really have learned that by giving our clients better service than they would expect, they in their time will keep coming back to us. In other words, our aim is to try to become our clients' trustworthy friend who can supply the cranes and transport equipment or fulfil their project obligations."

Three examples of present projects are:

- The N.P.C. Olefins project in Thailand, which includes a lot of shipping and craning
- The installation of a new tank



The new office of Walter Wright Mammoet, Tuas Crescent in Jurong, Singapore.





farm for the Tuas brewery for Heineken in Singapore  
Rig movements for Shell in Bangladesh.

Another important part of Walter Wright Mammoet is the trading division. They are the official distributor throughout the region for a wide range of products, such as: both Grove and Grove Coles hydraulic cranes, Krueger load indicators and Water Weights crane testing equipment.

For a complete outline of Walter Wright Mammoet's activities a new brochure has been issued which is available on request.

The new address of the premises is:

19 Tuas Crescent  
Jurong SINGAPORE 2263  
Tel: 8611638, Telex: 24626  
Fax: 8612718

In *Cranes Today* of January 1988 an extensive article was published about Singapore and the South-East Asian (crane) market.



### HEAVY LIFTING

Since 1983, Walter Wright Mammoet has completed 15 heavy lift contracts throughout South East Asia which have involved more than 200 000 t of major work at a time when the company has been heavily committed to other areas of general lifting and transportation. The enormous area served by the company, and the logistical problems imposed by customs, importation and insurance requirements varying from country to country have not made business easy, but Rolf de Ruijter de Wildt proudly reports that all contracts have been completed either on or ahead of schedule and entirely to the customer's satisfaction. Many of these contracts have been undertaken on a turnkey basis, involving preliminary design of lifts, design and fabrication of lifting beams, transportation of vessels from ship to site and erection and subsequent dressing of vessels and demobilisation of equipment.

When *Cranes Today* visited Walter Wright Mammoet in October last year, a large proportion of the crane and rigging fleet was engaged in the completion of a two year project constructing a urea fertilizer plant at Chittagong, Bangladesh, for the Japanese contractor Toyo Engineering. Under this contract, Walter Wright Mammoet has been responsible for the supply and deployment of cranes and construction equipment totalling 200 items and requiring 37 cranes, 26 of which were from Walter Wright Mammoet's fleet and the remainder being sourced locally. The scope of work for this contract involved the provision of workshop facilities, operators and service personnel for the maintenance of equipment for the duration of the project. Additionally, the company was required to provide accommodation, canteens and related facilities for the 60 strong workforce.

Walter Wright Mammoet's business, although centring on contract heavy lifting, is by no means confined solely to this activity. As Singapore's largest crane hirer, the company has been heavily involved in the construction of Singapore's prestigious MRT underground railway, for which most cranes were actually rented.

By order of Shell, Walter Wright Mammoet is moving a complete drilling installation to a new site in the north-west of Bangladesh. The transport is a combined water/land operation and the transfer in Bagabari is the most vital point.

For the construction of the new Heineken brewery in Singapore, a large quantity of old and new storage tanks have been transported and placed onto foundation.

# Thailand's petrochemical complex in Rayong Province

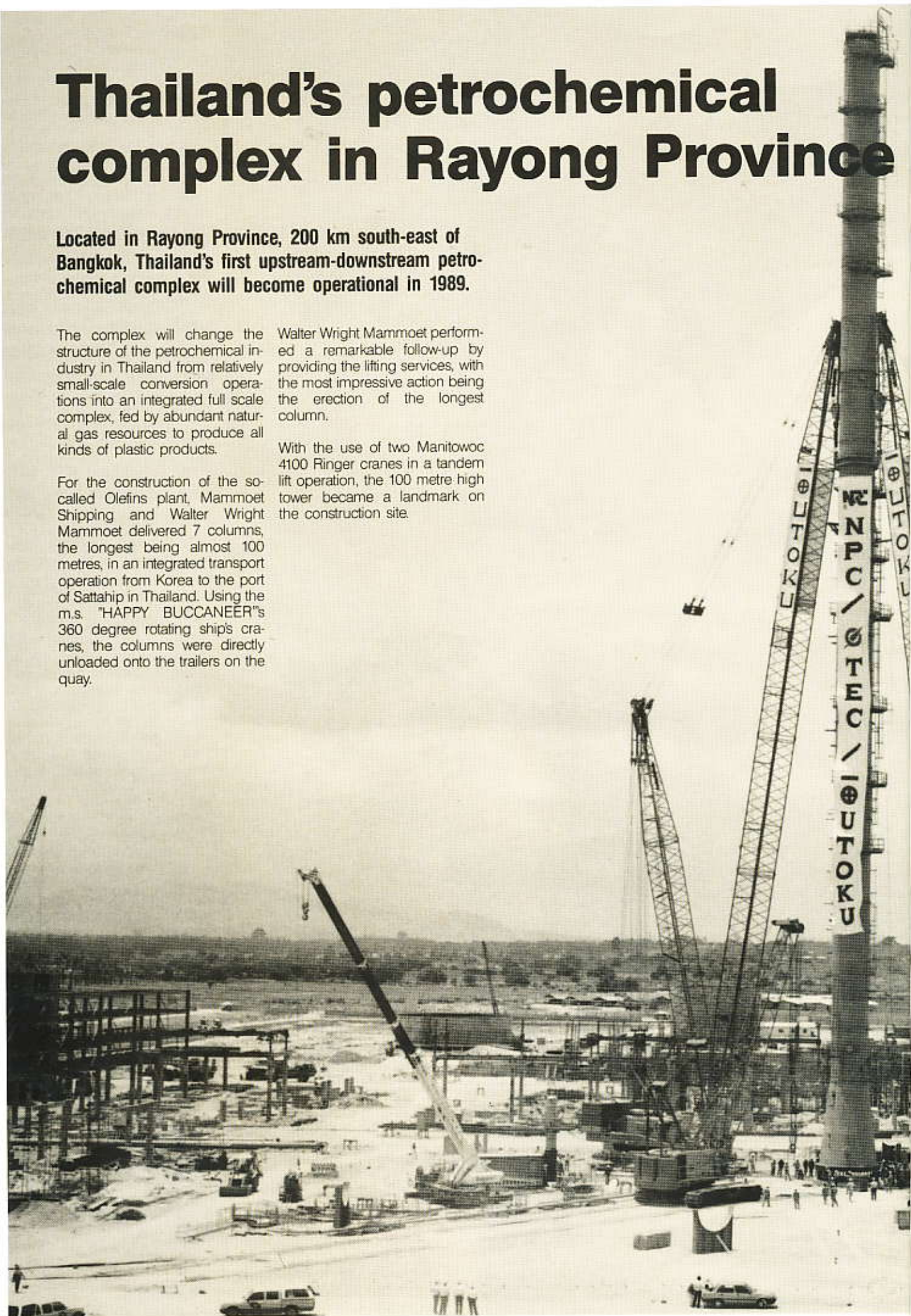
Located in Rayong Province, 200 km south-east of Bangkok, Thailand's first upstream-downstream petrochemical complex will become operational in 1989.

The complex will change the structure of the petrochemical industry in Thailand from relatively small-scale conversion operations into an integrated full scale complex, fed by abundant natural gas resources to produce all kinds of plastic products.

For the construction of the so-called Olefins plant, Mammoet Shipping and Walter Wright Mammoet delivered 7 columns, the longest being almost 100 metres, in an integrated transport operation from Korea to the port of Sattahip in Thailand. Using the m.s. "HAPPY BUCCANEER"'s 360 degree rotating ship's cranes, the columns were directly unloaded onto the trailers on the quay.

Walter Wright Mammoet performed a remarkable follow-up by providing the lifting services, with the most impressive action being the erection of the longest column.

With the use of two Manitowoc 4100 Ringer cranes in a tandem lift operation, the 100 metre high tower became a landmark on the construction site.



takes of



As already mentioned in Mammoet Mail 12, the heavy-lift shipping market is showing a considerable upsurge. For Mammoet Shipping this means a higher percentage of occupation for the ships and a fuller sailing schedule during the next 6 months.

Several long-term contracts have been booked for the transportation of railway equipment, petrochemical plants, offshore material and crane installations; cargo as diversified as the fleet of Mammoet Shipping itself.

In these pages we shall show you some of the more recent shipments, which will give you a good impression of the services Mammoet can offer.

## Mammoet Shipping experiences revival of heavy lift market



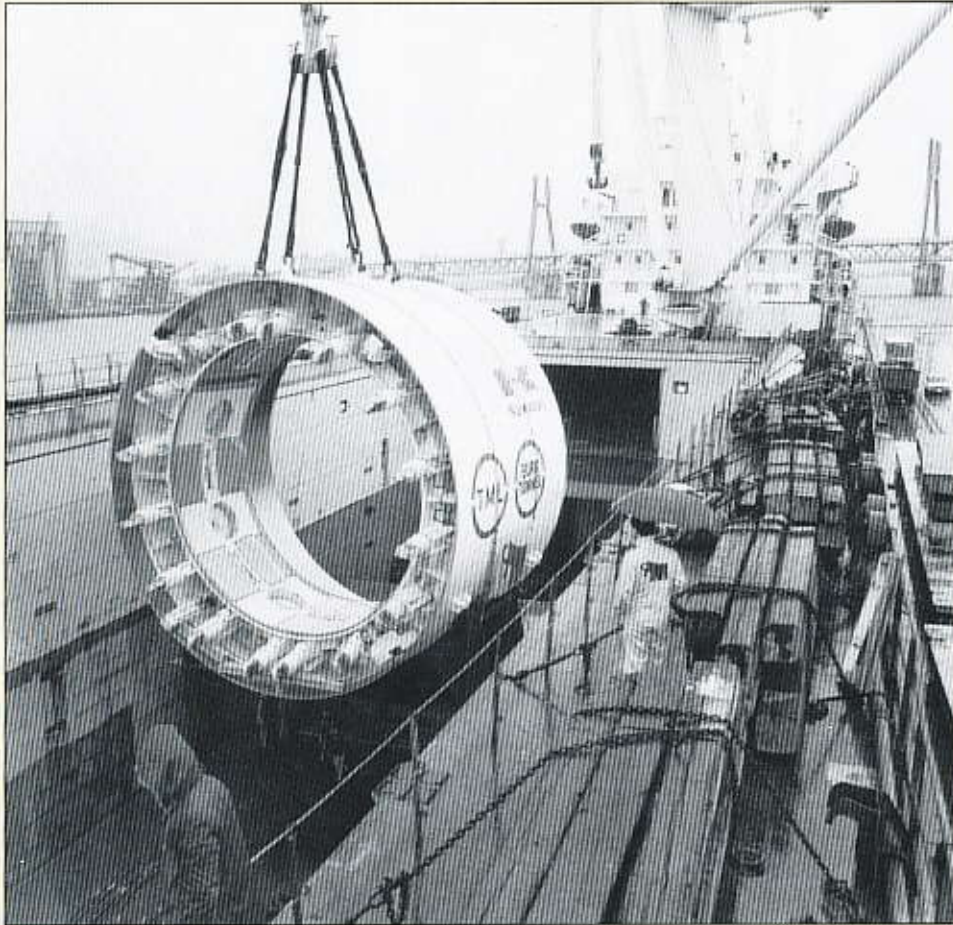
### Reactor columns for the U.K.

Two reactor columns, weighing 244 and 343 tonnes were shipped on the m.s. "STARMAN ASIA" from Rotterdam to Ellesmere Port in the U.K.

The reactor vessels, the longest being 55 metres, were loaded and unloaded with ship's own gear. After a safe journey over land, the vessels were delivered to a refinery in Stanlow, together with some supports and a platform.







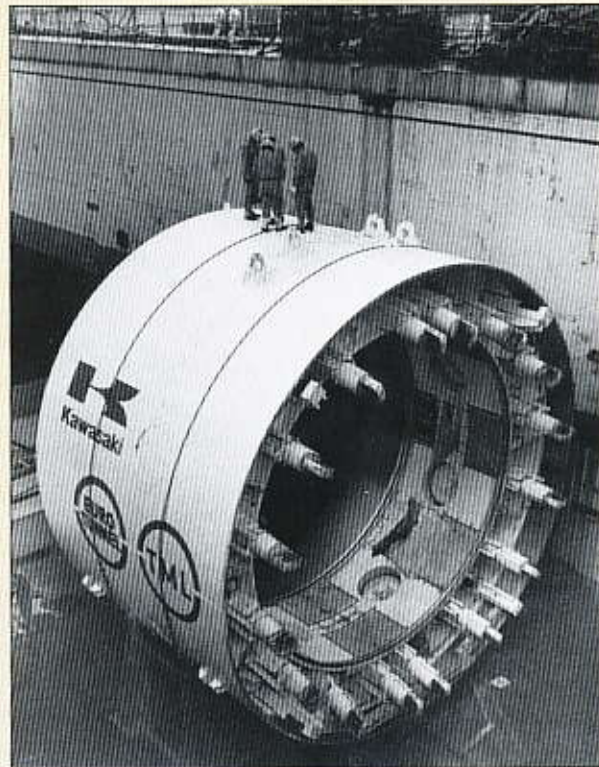
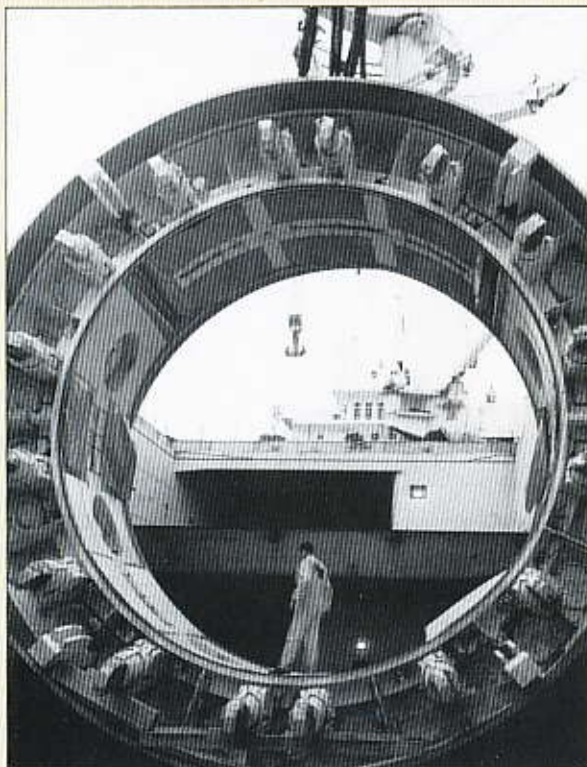
In Kobe, Japan, parts of a tunnelling machine were loaded on board the m.s. "Project Orient" for the construction of the Euro-Chunnel between France and the U.K.

The first drilling machine had already been delivered to Calais in January of this year, by Mammoet's "Project Americas" (see Mammoet Mail no. 12). This smallest machine has already started drilling the 4.5 metre wide service tunnel.

Bigger machines are necessary to drill the two 6.5 metre main tunnels, and as mentioned before, Mammoet's m.s. "Project Orient" will deliver the first one.

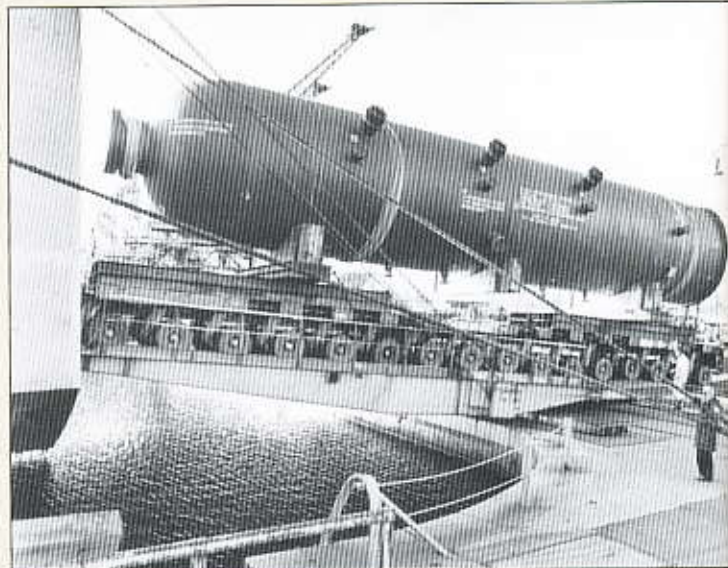
The second machine will be shipped with the m.s. "Project Europa" in the near future.

## Another tunnelling machine for the EuroChunnel



## Integrated heavy transport

Before delivering the Euro-Chunnel drilling machine in France, the "Project Orient" made a port call in Grangemouth, Scotland, where she delivered four heavy columns for a refinery. After the sea transportation, Mammoet also showed their capability in land transport and lifting. The fact that Mammoet Transport is not being restricted to just sea or land makes it the only transport company with a complete door-to-door integrated heavy transport service.





M.s. "St. Magnus" in the Street of Malacca carrying off-shore equipment from Ulsan, Korea to Cabinda, Angola.

## Cable reels for China

Two giant cable reels, weighing 220 and 440 tonnes and each with a diameter of 13 metres, were loaded in the Port of Calais on board Mammoet Shipping's m.s. "Project Europa" for Xiamen in China.



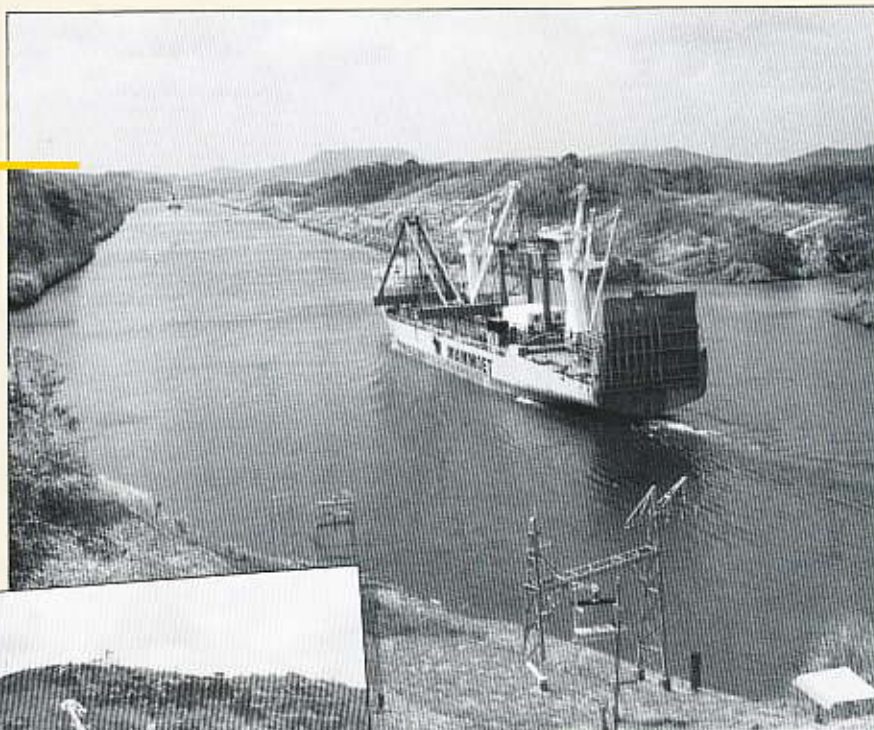
## More integrated heavy transport

The m.s. "Happy Buccaneer" carried three petrochemical columns from Korea to Sattahip in Thailand. The longest column stretched out for almost 100 metres. When Walter Wright Mammoet erected the giant "pole" during an impressive ringer-lift operation, it was clear to the spectators that only the best company in this line of business is good enough for such a transport project.

For more details on this project see the article "WWM is here to stay" on page 4.

## Passage through Panama

The "Project Europa" carried an unloader crane as deck cargo from Pto Marghera to Long Beach. This 853 tonne crane was knocked down into three main parts and was loaded with the ship's own cranes. The oversized width of the crane presented no problems for the ship's stability. More than sufficient cargo weight had been stowed in the vessel's holds.



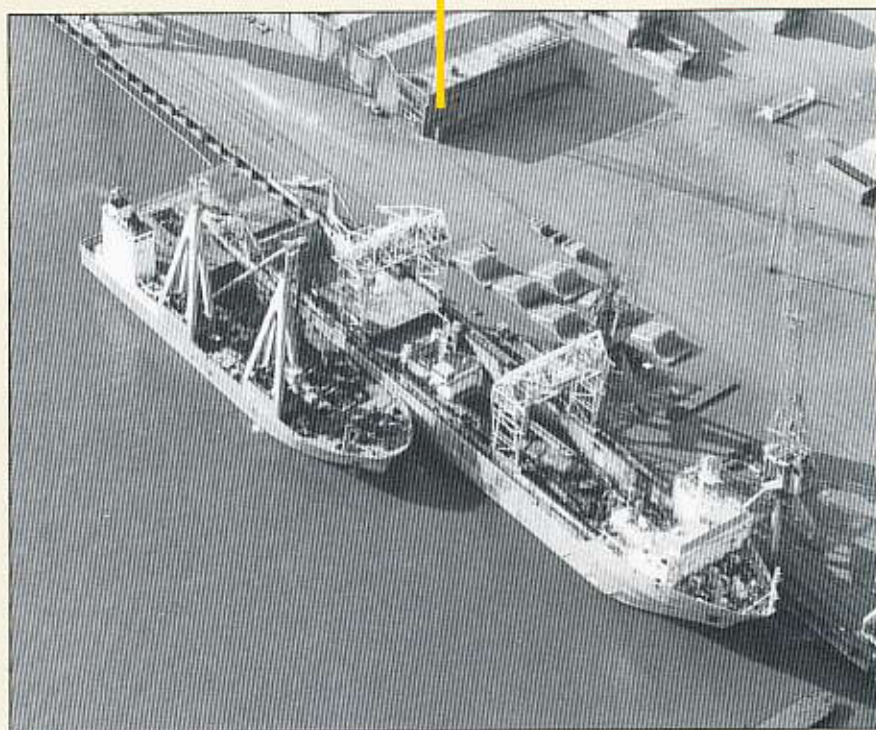
## Sister vessels

The m.s. "Happy Mammoth" and the m.s. "Starman Asia" were berthed side by side in the Port of Rotterdam. The "Happy Mammoth" was loading dredging material for Punta Arenas in a float-in operation and the "Starman Asia" was loading the first shipment of pressure vessels for Ellesmere Port in the U.K.

## Beachlanding at Cockatoo Island

The "Starman Australia" was temporarily grounded in Australia in order to load a 280 tonne crawler excavator that had to be shipped from Cockatoo Island to Koolan Island.

This unusual method of loading, which took place over the bow ro-ro ramp, was facilitated by the shallow draught of this ship and her ro-ro capacities. The shipment was part of a 3-leg package deal for the coast of West Australia.





# Locomotives for China

Mammoet Shipping was contracted for the shipment of 170 electric locomotives from France to China between May and November 1988.

Mammoet has again been awarded such an important contract by Sinochart, China's state forwarder, for China Railways because of their previous performance in 1986, when 202 diesel electric locomotives were shipped from the U.S.A. to China.

In several round trips between Marseilles and Xingang near Beijing a total of 15640 tons will be transported, with each of the Alsthom B.B.C. locomotives weighing 92 tons.

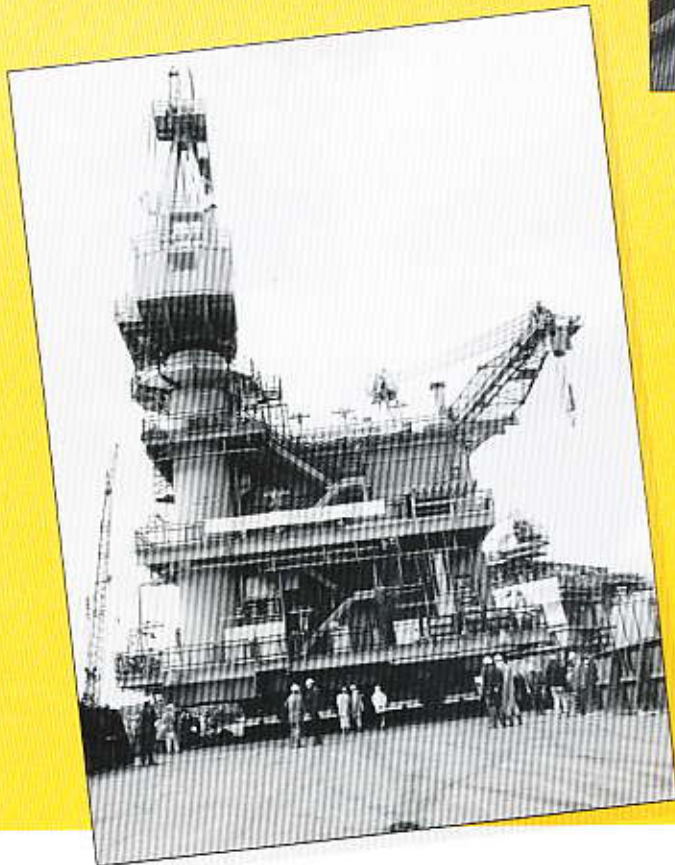
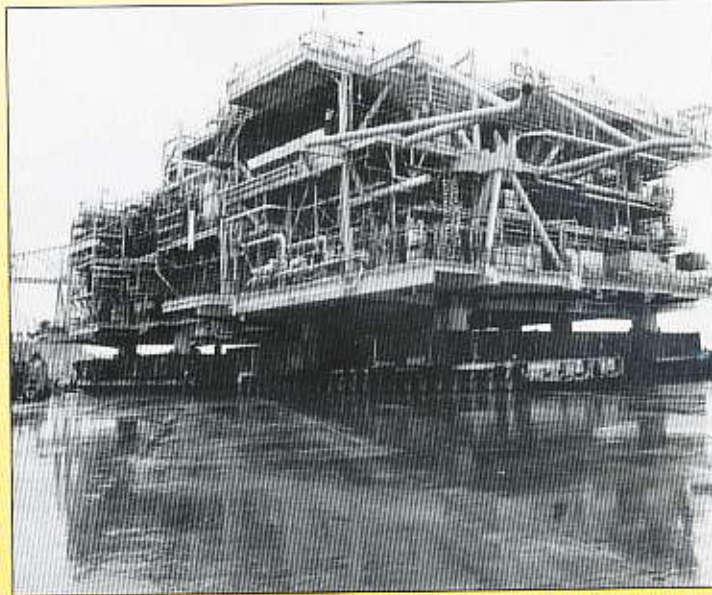


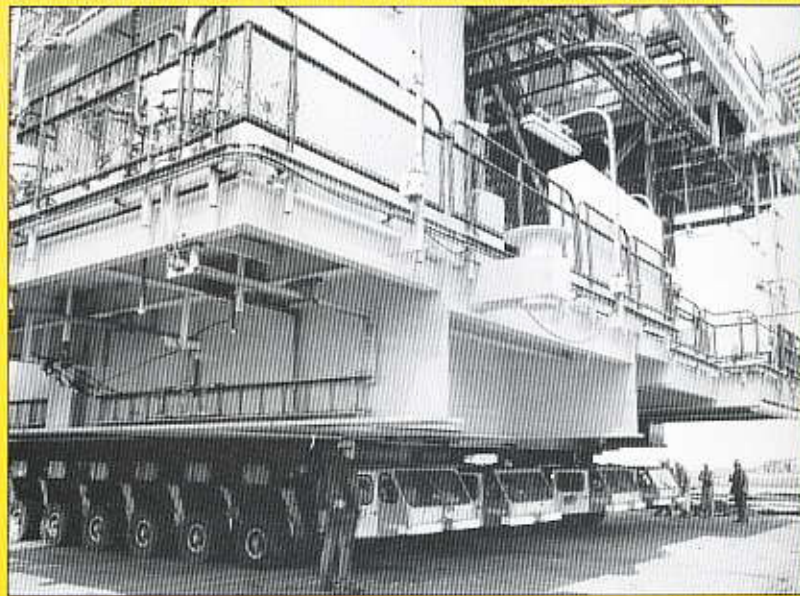
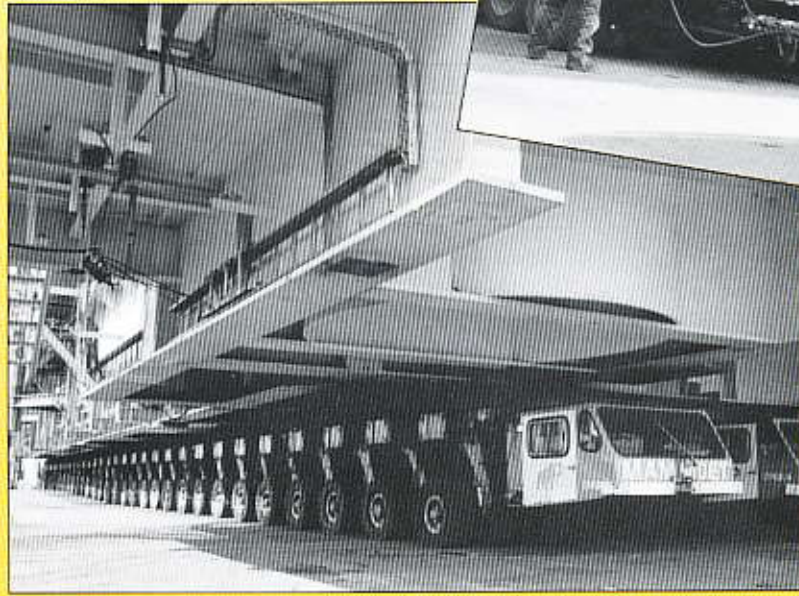
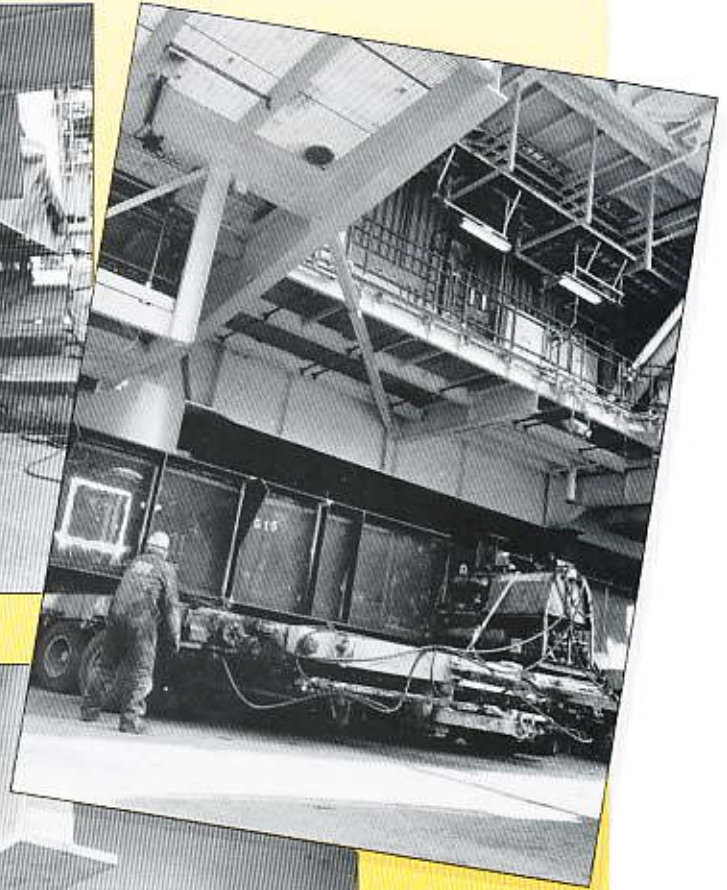
# Load out on the Tees

April and May were busy months for Mammoet's Middlesbrough office, when Mammoet loaded out 9 structures for Shell's Tern and Eider fields from fabrication yards on either side of the River Tees in Middlesbrough.

26th April was typically cold and wet for the load out of the largest structure of the whole project, and the heaviest module ever loaded out on the Tees, the 5700 tonne Eider integrated Deck, built by Whessoe Offshore. This monster module, 70 m long and 30 m wide, was supported on a combination of 130 lines of self-propelled transporters, plus 80 lines of Mammoet modular trailers. The route from the construction point to the load out quay was via a "double bend" and the entire structure and trailers, which together weighed 6500 tonnes, had to be carefully manoeuvred through the busy site before being loaded out onto the waiting barge.

The load-out created considerable interest locally, including coverage by a TV. news film crew, and the module and the Mammoet logo were prominently displayed on Regional TV. news later that evening.





# Regenerator positioned

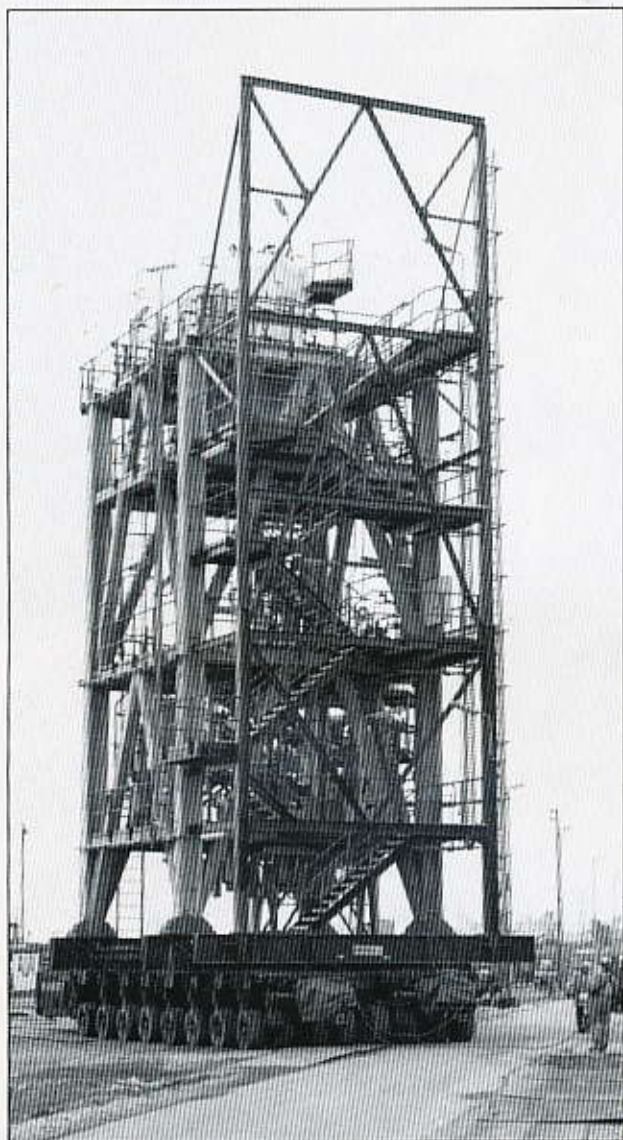
In a combined transport and lifting operation three modules were placed in the yard of the Total Refinery in Flushing.

A pipe bridge formed an obstacle for the convoy. Therefore a 400 tonne crane in superlift configuration lifted the modules over the bridge.

The same crane was used for the final assembly, which was rather difficult due to the limited working space in the installation.

The self-propelled platform trailers with their 360° degree rotating axles were the right solution and the modules could be delivered exactly under the hook.

The new installation will continuously clean the catalyst used for the production of lead-free petrol.





# Regenerator geplaatst

In een gecombineerde transport/hijsoperatie werd een drietal modules op het terrein van de Total raffinaderij in Vlissingen geplaatst.

Een pijpenbrug, die op de route van het transport lag, vormde een obstakel, waar de modules met behulp van een 400 tons kraan in superlift uitvoering overheen gezet moesten worden.

Dezelfde kraan zorgde ook voor de eindmontage, hetgeen door de beperkte werkruimte in de installatie niet eenvoudig was.

De zelfaangedreven platformwagens met hun 360° draaibare assen waren de goede oplossing en de modules konden dan ook precies onder de haak worden aangeleverd.

Deze nieuwe installatie is bestemd om de catalysator continue te reinigen tijdens de productie van loodarme benzine.



# A beam through the facade

**The problem:** The main hall of the Rai Congress and Exhibition Centre in Amsterdam needs a balcony. The construction consists of a support beam with a length of 28.5 metres, weighing 40 tonnes.

**Mammoet's assignment is:** to carry the beam from the south-west of Holland to the Rai in Amsterdam, find a way to move it into the inside of the hall and then lift it to the correct height.

As a matter of fact the Rai is a well-known site for Mammoet. In the past few years a number of roof constructions have been moved and positioned with trailers and mobile cranes. Also, Mammoet can be found in the Rai during various exhibitions, for instance "Holland Offshore", which will be held again in October of this year.

The most obvious way to bring the beam inside the building should have been a lifting operation whereby the beam should have been lowered through the roof. However, this was impossible because the crane would have been too heavy for that piece of ground.

Mammoet's self-propelled modular platform trailers were the solution to the problem. These trailers could make all the required movements with their 360 degree rotating axles.

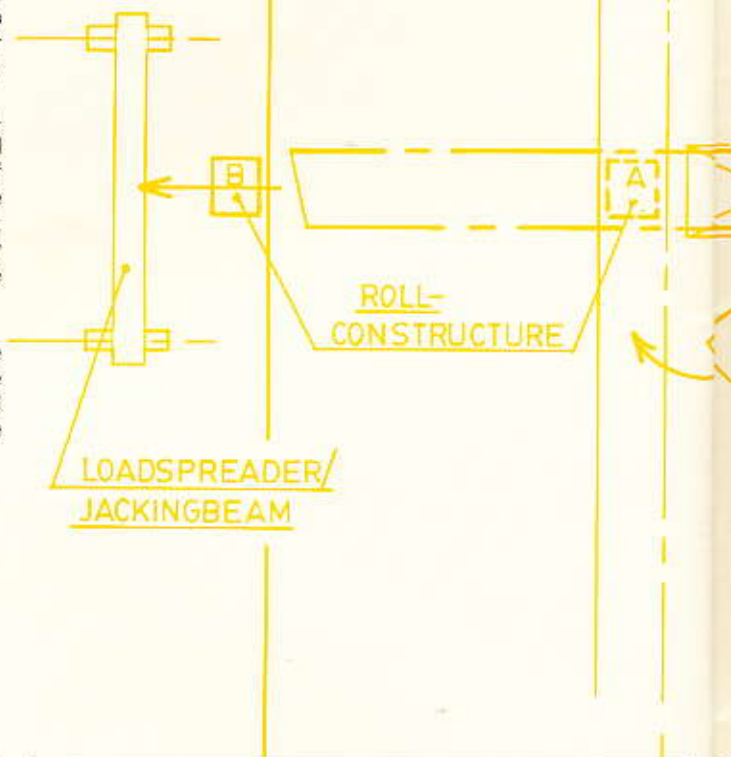
Part of the front of the Congress centre had been removed to make a hole just big enough for the beam to be moved through.

Once inside, the beam was taken over by rollers, which would be used for the remaining part of the operation. As soon as the beam was in the right place, it was raised to the necessary height with 4 jacks, ready to be attached.

In the mean time, things are back to normal. The hall is once again functioning normally and Mammoet is taking part in the next congress.

CONGRES-  
CENTRE

HALL





## Balk door de pui

**Probleemstelling:** De grote zaal van het Rai Congres- en Tentoonstellingscentrum moet worden uitgebreid met een balkon. Voor de constructie is een steunbalk nodig met een lengte van 28,5 meter en een gewicht van 40 ton.

**De opdracht aan Mammoet luidt:** vervoer de balk van Oud-Beijerland naar de Rai in Amsterdam, zorg dat de balk in de zaal komt en breng hem dan op de juiste hoogte.



Nu is het Rai-complex een bekend werkterrein voor Mammoet; in de afgelopen jaren werden diverse dakconstructies vervoerd en geplaatst met behulp van trailers en autokranen. Daarnaast is Mammoet regelmatig te vinden op tentoonstellingen in de Rai, zoals bijvoorbeeld "Holland Off-shore", die ook dit jaar weer in oktober zal worden gehouden.

De meest voor de hand liggende methode om de balk binnen te brengen door middel van een hijsoperatie door het dak, was niet mogelijk vanwege de te hoge grondbelasting.

De oplossing werd gevonden in Mammoet's zelfaangedreven platform wagens, die met hun 360° draaibare assen de juiste

manoeuvres zouden kunnen uitvoeren.

Een gedeelte van de voorpui van het congrescentrum, ter grootte van de doorsnede van de balk, werd verwijderd, waarna de balk eenvoudig naar binnen gereden kon worden.

Eenmaal binnen werd de balk overgenomen op rollertanks, die voor de rest van het transport werden gebruikt. Met behulp van 4 klimvijzels werd vervolgens de balk op hoogte gebracht, waarna de montage kon beginnen.

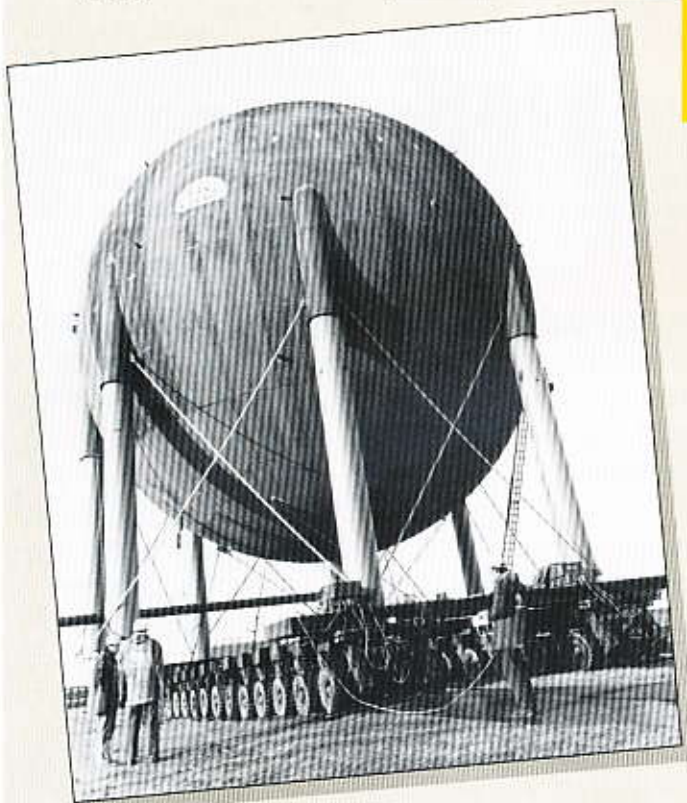
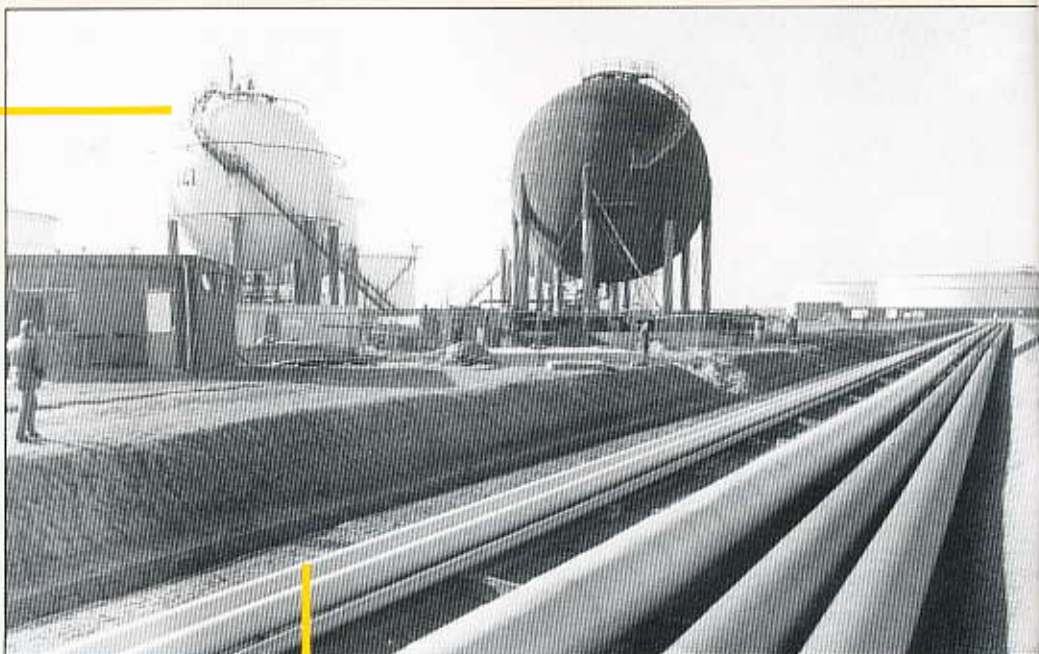
Invijzels is de zaal weer in gebruik genomen en kan ook Mammoet weer deelnemen aan het volgende congres.

## Gas tank on the move

A complete gas tank was moved recently on the premises of British Petroleum Raffinaderij Nederland BV. in Europoort.

Special self-propelled trailers with a total of 96 wheels provided a spectacular sight during transport from the construction site to the foundation in the tank park.

The new container for L.P.G. weighs 250.000 kg and has a diameter of 16 metres. The tank has a volume of 2000 cubic metres.



## Gasbol op pad

Kortgeleden werd op het terrein van de British Petroleum Raffinaderij Nederland BV. in de Eurpoort een complete gasbol getransporteerd.

Speciale zelfaangedreven trailers met in totaal 96 wielen, zorgden voor een spectaculair beeld tijdens het vervoer van de bouwplaats naar de fundatie in het tankpark.

Deze nieuwe opslagtank voor L.P.G. weegt 250.000 kg en heeft een doorsnede van 16 meter, terwijl inhoud 2000 m<sup>3</sup> bedraagt.



## European bridge

The buildings of the European Parliament in the Belgian Capital Brussels were recently connected by a pedestrian bridge. The bridge spans 20 metres and weighs some 20 tonnes.

Mammoet Transport Belgium received the order to move the "passerel" from the construction company in Balen to the Belliardstraat in Brussels. The

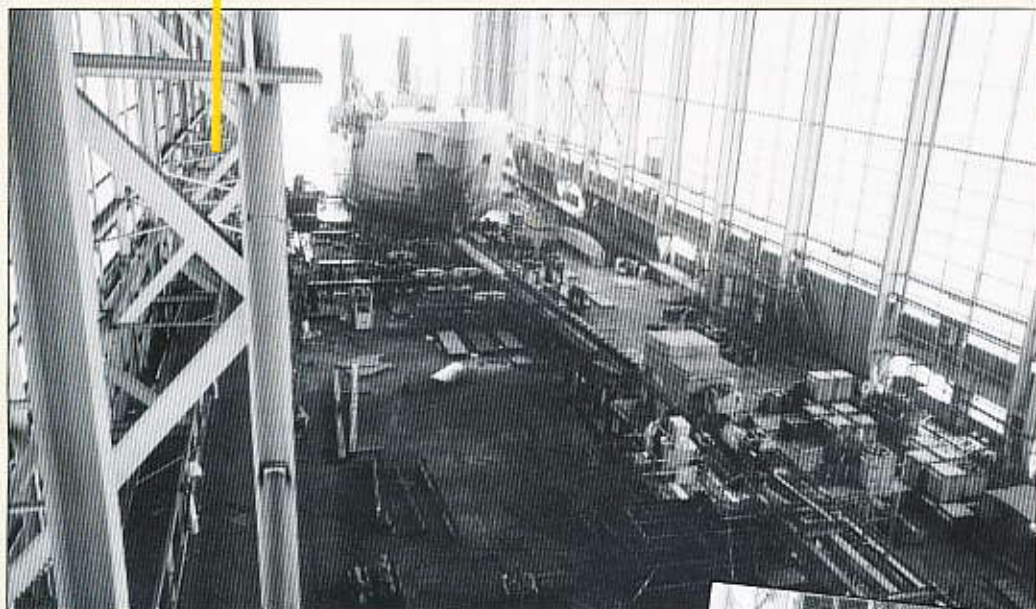
transport took place during the night of 20th May.

On Saturday morning, 21st May, the bridge, symbolising the union of Europe, was placed by a 330 tonne hydraulic crane.

Among the onlookers were a delegation of the European Parliament and the Belgian Minister Dhondt, who showed much interest in the Mammoet lifting job.



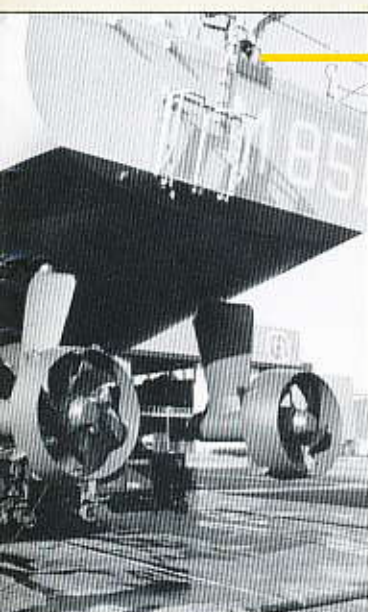
## "W.D. Medway" enlarged



In a joint Hydrack/skidding operation the split-type pump dredger "W.D. Medway" was pulled out of the water and actually split in two.

For this operation the Hydrack system was geared in a vertical position and the 75 metre long vessel weighing 2000 tonnes was slowly pulled onto the slipway.

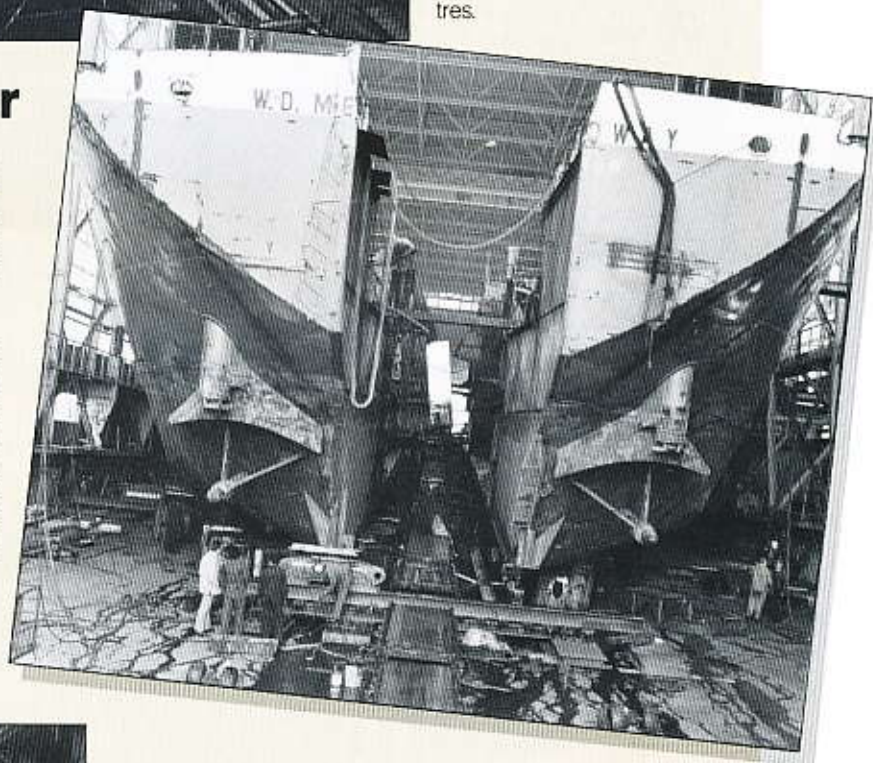
Afterwards the "W.D. Medway" was split lengthwise with the help of the Push and Pull skidding system, in order to increase the ship's storage volume from 1500 to 3300 cubic metres.



## Minehunter

On Mammoet's special platform trailers, this minehunter was rolled out of the building hall in Giessendam, Holland and placed on a ship elevator.

In the past few years, a number of ships have been moved by Mammoet. Recently, Mammoet provided the technology and skill for the launching of a luxury yacht in the Middle East, using the gear of the "Project Americas".



## Europese brug

De gebouwen van het Europese Parlement in de Belgische hoofdstad Brussel, zijn kortgeleden met elkaar verbonden door middel van een voetgangersbrug. De overspanning heeft een lengte van 20 meter en weegt ca. 20 ton.

Mammoet Transport België had opdracht gekregen de "passerel" te vervoeren van het constructiebedrijf in Balen naar de Belliardstraat in Brussel. In de nacht van 20 op 21 mei

vond het transport plaats.

Op zaterdagochtend, 21 mei, werd de brug, die de eenwording van Europa symboliseert, met behulp van een 330 tons hydraulische kraan op zijn plaats gezet.

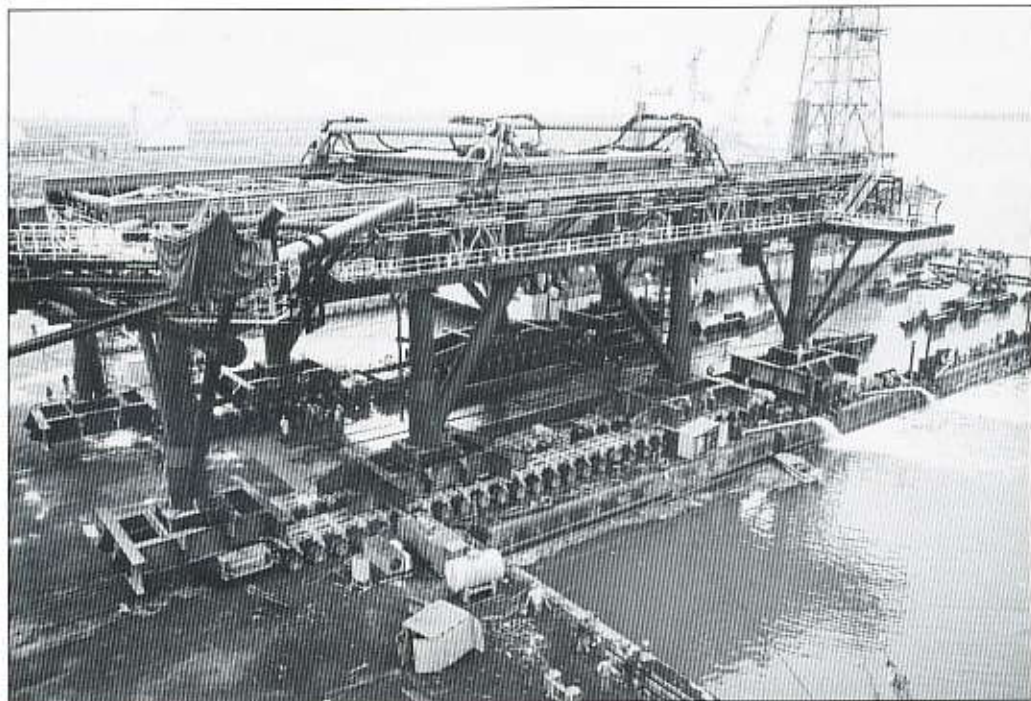
Onder de vele belangstellenden bevonden zich ondermeer een delegatie van het Europese Parlement en minister Dhondt, die het Mammoet hijswerk met veel interesse volgden.

# Transportation contract awarded to Mammoet for Red Dog mine modules

**Mammoet Transport has been awarded a major contract for the transportation of a unique modular-built plant for the new Red Dog zinc-lead-silver mine in north-western Alaska.**

Eleven modules, which when put in place will comprise the concentrator, power plant and crushing plant, will be shipped in mid-1989 on 3 heavy lift vessels from an assembly yard in south-east Asia to the newly constructed port site on the Chukchi Sea near the village of Kivalina, Alaska. The modules weigh from 80 to 1,800 tons each.

From there the modules will be transported over a remarkable 87 km (54 mile) road over the tundra to the mine site. The 1.5 metre high gravel roadbed was laid over plastic sheeting to overcome permafrost problems. Self-propelled modular transporters will carefully move each module over the road on a journey that



will take approx. one day per module.

Cominco Alaska Inc. is the operator of the mine and the Ralph

M. Parsons Company of Pasadena, CA, is responsible for the engineering, procurement and construction of the modules.

The Red Dog mine, scheduled to begin operations in 1990, will be the world's largest base metal mine when it reaches full production.

## Mammoet Stoof opent vestiging in Sittard

Mammoet Stoof, Breda, heeft onlangs zijn nieuwste vestiging geopend in Sittard. Het bedrijf start met 10 man personeel en zal worden geleid door de heer W. van der Lee.

Vanwege de opening werd een receptie gehouden in het nieuwe kantoor, waar zeer veel relaties polshoogte kwamen nemen van de mogelijkheden van het bedrijf.

Mammoet Stoof in Sittard richt zich voornamelijk op fabrieksverhuizingen en in- en externe transporten voor de industrie. Naast de vijf eigen kranen met capaciteiten van 25 tot 60 ton, kan het bedrijf beschikken over het materieel van de hoofdorganisatie in Breda.

Het werktein omvat ondermeer het intern plaatsen of verplaatsen van machines met behulp van de door Mammoet ontwikkelde slee- en vijzelsystemen. Maar ook het hijsen van stukken van 12 tot 750 ton, takelwerkzaamheden, het compleet monteren van fabrieken en normaal, bijzonder en zwaar wegtransport zijn mogelijk.

# Mammoet's cad



For some time now, Mammoet transport has been working with a CAD (Computer-Aided Design) system in the Amsterdam and Breda office in order to be able to offer even more complete and accurate transport and installation calculations.

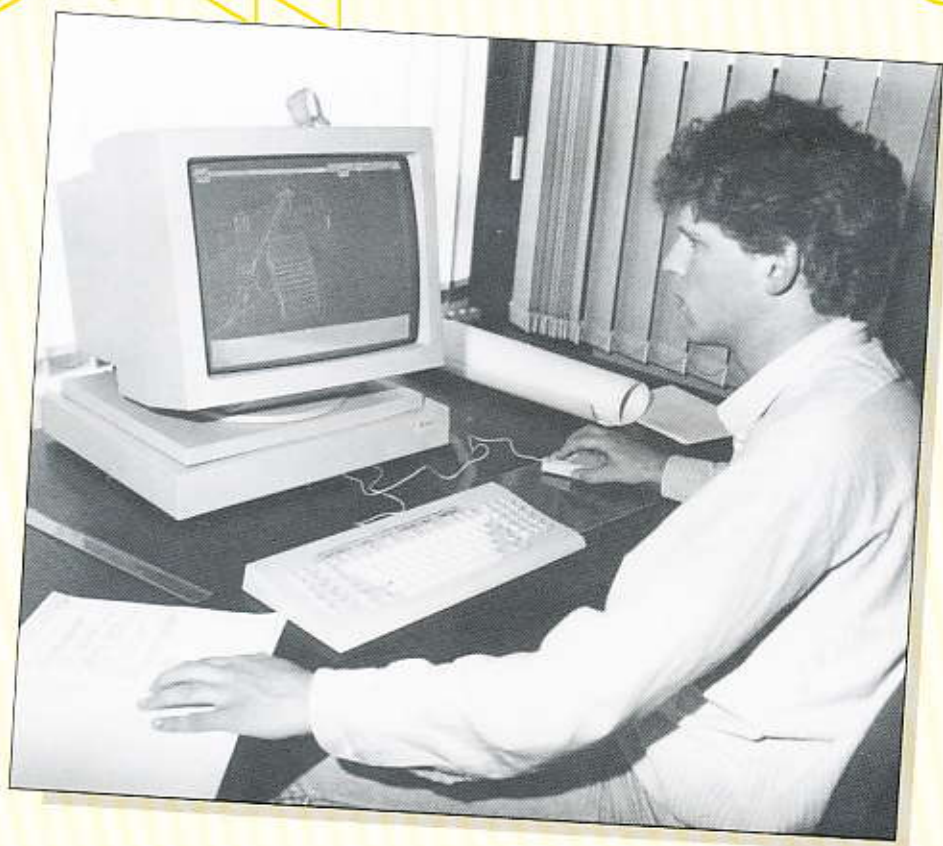
For the first time ever, the system could be seen outside the Mammoet office at this year's O.T.C. exhibition in Houston.

Mammoet's Computer-Aided Design is used as a tool for drawing and calculating the most economic and safest way of stowing the vessels. It is also used to determine the best method of employment for the self-propelled modular platform trailers and for the application of the Hydrjack system.

The specifications of Mammoet's equipment are standard data in the computer's banks. They are used to calculate and check every movement before it is actually carried out.

An essential part of the logistics are the designs that show the feasibility of the method to be used. If this is done manually, different projections must be made on paper to simulate the 3 dimensions so that the real situation can be created as accurately as possible. Of course, this takes a lot of time. Working with the CAD system, the different solutions can be displayed in seconds.

In short, the CAD system gives the designers more time to find the right solutions for complicated orders, since the time-consuming tasks such as making projections are now dealt with by the computer.



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