

# Mammoet's Move

Cranes from The Netherlands are working in Tyneside as Mammoet develops a uniquely international hire service on the back of its local ferry line

**A** uniquely international crane hire service is developing between Tyneside and IJmuiden in The Netherlands. At the heart of the service is the DFDS ferry link between Newcastle and Rotterdam which allows international crane specialist Mammoet to move mobile cranes between jobs in the UK and the Netherlands overnight. This means that a crane can be working on a Dutch construction site one day and, thanks to the roll on roll off ferry service, on a British one the next.

A recent example of the realities of the service was when two of Mammoet's five-axle, 100 tonne capacity Grove GMK5100 cranes were brought from the Netherlands to the UK to work on a long-term contract hire at the Swan-Hunter shipyard. The cranes are working two shifts a day, 24 hours a day, on the fitting out of the new Japanese-built Global Producer III, a floating production, storage and offloading (FPSO) vessel.

Another example is the crane featured on this month's cover. This was delivered, brand new, from the Mammoet fleet in The Netherlands. It caught the ferry at 6.00pm in the evening, rolled off the next day at 9.00am and, (after posing for a few photographs), was hard at work on its first project at 10.00am.

The service is being run by Darren Adams and Wally Beldon from Mammoet's office in the Howdon Supply Base in Wallsend. The office specialises in tendering for Mammoet's heavy lift operations worldwide and is particularly



involved in tendering for heavy transportation involving the company's 600 self-propelled axle lines. Darren Adams' job title is "director of global transport" which reflects the office's primary function, while Wally Beldon is sales director Mammoet Trading. They have, however, recruited Ray Summers (formerly of GWS) as their hire manager and have quietly built up a fleet of about 14 cranes which they expect to grow to about 20 in the near future. Half of the current fleet are Grove cranes and more can be expected as all three men are very pleased with the performance of the Grove cranes.

## European fleet

Jan van Seumeren, a director of Mammoet, said: "We already have more than 100 of the previous 50, 70 and 80 tonne Grove models in our European fleet, and our experience with them has been very good".. Talking specifically

about the new GMK4075 he added: "We have a lot of work all over Europe, and the size and specification of this latest 80 tonne crane suits perfectly our requirements for a versatile, high-mobility unit."

The GMK 4075 now features Grove's Twin-lock single-cylinder telescopic, Megaform U-shaped boom and electronic control systems. The boom extends to 43.2 metres and carries a 10 metre – 17 metre bi-fold swing-away jib with hydraulic powered off-sets and full-load, power-luffing capability. Inserts can be used to extend the jib to 27 metres which gives maximum lift heights of up to 72 metres and outreach to 54 metres.

None of the cranes in the current fleet has a capacity of more than 100 tonnes and Adams expects that this will stay the

**The first Grove GMK4075 in the UK was bought in by Mammoet to join its Tyneside fleet.**

# INTERVIEW



Mammoet has an international fleet of self-propelled axle lines

case for the foreseeable future – should a larger unit be needed it can, of course, be shipped over on the ferry. He specifically rules out the possibility of bringing a large strut crane to the UK in the near future saying that he does not want to be part of the current “rates war”.

Rates for the mobile cranes are, apparently, quite reasonable and Beldon says that the company is considering a second depot in Immingham. Again, however, the intention would be to put in good quality mobile cranes which would be working on medium to long term hire rather than short term taxi work.

## Mobile tower crane

Other crane makes in the fleet include PPM and Liebherr. Unusually, the company also has one of the first truck mounted tower cranes in the UK. The Liebherr MK80 has an 18-28 metre high tower and a 42 metre jib which can be offset at 30 degrees. Features of the crane, which has worked on sites as varied as a shipyard and a tower block refurbishment project, include a travelling operator cabin, which the operator also uses as a lift when starting work, a constant height system which keeps the load at the same height, and a system that automatically slows the load as it approaches the end of the jib. An example from the crane’s load chart is 1.7 tonnes at 42 metres radius.

The future seems to be more cranes operated out of Mammoet’s purpose-built offices in Tyneside. The office opened about 20 months ago and the first mobile cranes arrived in February last year – two Grove GMK 3050s. Coming soon is a new Liebherr LTM 1055 and more cranes are scheduled for the near future. All will have Mammoet’s “standard” extras such as a large “cabinet” on the back of the crane that is filled with lifting tackle and other accessories. All the cranes are also fitted with trays in which outrigger pads are carried as standard.

Contrary to popular wisdom, Mammoet seems to like the UK small crane market. “We are working with blue chip customers and are happy with the profitability” says Adams. ■