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IG50: RANKING THE TOP 100 CRANE OWNING COMPANIES

JOB OF THE YEAR

Hauling Job of the Year winners

Hauling – Unlimited category: Crane Rental Corporation for its upgrade work at a US sugar processing plant

Hauling more than 160,000 pounds: Barnhart Crane & Rigging for its emergency job to transport a transformer to quickly replace a failed one and reduce the likelihood of a power blackout in a cold Wisconsin, US winter

Hauling less than 160,000 pounds: Edwards Moving & Rigging which had the task of transporting simultaneously two reactors from a manufacturing plant in Ohio, US

Hauling Job of the Year – Unlimited Category Crane Rental Corporation

Sweet movement



To be more competitive, USSC, the largest sugar cane producer in the US, has invested \$200 million in a new sugar and processing plant at its Clewiston, Florida operation. Titled Project Breakthrough, the new plant will have a capacity of 40,000 tons (36,000 tonnes) of sugar per day.

It was early in 2005 when Crane Rental Corp. (CRC) was first contacted by USSC to talk about heavy haul transport of the plant's processing vessels although planning for the new plant had begun long before that. Twenty evaporator and eight separator vessels weighing up to 137 tons (124 tonnes) each were set to be manufactured and shipped via barge from the Louisiana Gulf Coast region.

Dimensions of the vessels were up to 45 feet long and 21 feet in diameter (13.7 x 6.4 m). Barge sizes ranged from 180 by 43 feet to 195 by 35 feet (55 x 13.1 to 59 x 10.7 m). The shipping route included barge transportation from the Gulf of Mexico into Lake Okeechobee via the Inter-Coastal Waterway

from Fort Myers, Florida. CRC's portion of the job was to transport the vessels off the barges from the Lake Okeechobee public boat ramp, over the levee, and then four more miles through town into the plant.

While not ideal, the public boat ramp was the only solution for offloading. The vessels arrived four each on eight barges from early January to April of 2006. Permission for the route to the boat ramp had to be secured from the South Florida Water Management Division and the Army Corps of Engineers.

The boat ramp was not made with barge landings in mind. As the water level of the lake is closely regulated and often changed and the ramp slope was made to accommodate private watercraft, 40 foot (12 m) barge ramps had to be constructed to bridge the gap. In-house generated CAD drawings and engineering support were provided by David Duerr of 2DM Associates. The firm determined that multiple layers of sandbags measuring one cubic yard each would be needed to land the barges safely



on the boat ramp. This measure was completed to provide weight distribution and a flat surface for the barges to be ballasted down to as the transporters moved across the front end of the barges.

Engineering determined 1 inch thick by 10 foot by 40 foot (25 mm thick by 3 x 12 m) steel matting sheets would have to be placed on the barge decks prior to the vessels being loaded in Louisiana to reinforce the barge to handle the point-loading of the Goldhofer platform trailer with the load. Planning was also made to load the vessels at the correct height to allow the Goldhofer transports under the vessels.

To complicate matters, during the course of the project, there would be several national



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