



Lovemore Bros.

MACHINE MOVING AND RIGGING CONTRACTORS

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Simply getting on with it.

Pirate Trauma – Discharge of valuable cargo

Lovemore discharged nine multi-million rand yachts from a pirate-damaged vessel

One could hear a pin drop as the hustle and bustle of Southern African Shipyards' private repair jetty came to a momentary halt recently while experts discharged a series of multimillion rand luxury yachts in an intensely tricky operation.

The *MV Beluga Nomination*, a steel cargo vessel with nine yachts on deck and 7800 tons of steel in her holds was headed for Port Victoria, Seychelles late last year when she was hijacked by pirates. The pirates killed three hands and quickly overpowered the crew. They then sailed to Somalia where they kept the captain and remaining crew hostage until a ransom was paid and the vessel released.



SA Shipyards won the contract to carry out repairs on the vessel. According to Joerg Lex, their Project Manager and Marine Engineer, the *Beluga Nomination* was extensively damaged during the hijacking and repairs had to be made in Durban before she could again be rated to BV classification seaworthiness.

"Before we could take her to the TNPA dry dock, the nine yachts had to be discharged – a very delicate operation given their value, weight and the restrictive working conditions. We approached Lovemore Bros whom we have worked with before and recommend for this type of project," said Joerg Lex.

With the yachts ranging in weight from nine tons to 78 tons this was strictly a project for experts. On deck the yachts were stowed two abreast with very little space between them, leaving no margin for error. Barges were tethered to the vessel's bow and stern to keep her steady. Each yacht was removed using the two on board Liebherr cranes and were positioned side by side on the wharf.

The final yacht, a sleek 78 ton luxury masterpiece could only be discharged at high tide. This was the most delicate operation. because working in tandem the

two Liebherr ship's cranes had to perform at close to their load capacity (each being rated at SWL 40 tons at a maximum outreach of 24 m).

This is when one could have heard a pin drop. The vessel's master and crew, insurers, engineers from Southern African Shipyards and rigging staff from Lovemore Bros looked on anxiously as the cranes took in the slack and hoisted the yacht upwards.

In an anticlimactic moment, the transfer was effortlessly completed with the yacht securely hanging from steel matted slings one

Also in this edition:

 Lovemore Bros transport a steam locomotive from Kimberley to Durban **2**

 Lovemore Bros undertake a delicate operation to remove a massive fire-ravaged crane without harm to shipping berthed alongside **3**

 Lovemore Bros import two extendable trailers – the longest in South Africa **4**

moment, and settled safely on cradles on the wharf the next.

"We have worked with Lovemore Bros on and off for the past seven years with very satisfactory results. I can safely say that they are the most professional and safety conscious company in South Africa when it comes to major projects such as this," said Joerg Lex.

When the *Beluga Nomination* returns from dry docking and receives her seaworthy certification, the yachts will be reloaded and she will continue her journey to the Seychelles, delivering the toys of the rich and famous.



"Lovemore Bros are the most professional and safety conscious company when it comes to major projects like this." – Joerg Lex

Rigging

Machine Moving

Abnormal Loads

Mechanical Projects

Warehousing

Rail travel – on the back of our low bed trucks!

NRZ Locomotive No 398 completes last leg of African journey . . . by road!

It won't be long now before Locomotive No 398 will be merrily puffing her way along railway tracks in New Zealand giving tourists an experience of what southern African steam travel was all about in the last century. *But transporting her there was another story...*

The locomotive was bought by Steam Inc New Zealand from the National Railways Company of Zimbabwe. Her last journey was to Beaconsfield in Kimberley in 1998 and she has been kept in storage since then.

No 398 was built in Manchester, England, by the Beyer Peacock company in 1950 and was used over most routes, including the mail train route to Cape Town via Botswana.

In March this year she was transported from Kimberley to Durban harbour to embarking on a sea voyage to her ultimate destination – down under.

The trip had to be undertaken by road because making her "rail worthy" was not feasible. This is when Lovemore Bros, the Durban-based machine moving and rigging contractor was called in.

The 136 ton unit comprises the mainframe and boiler and the two traction units: the coal bunker at the rear and the water tank in front.

Hugh de Borchgrave who heads the Mechanical and Projects Division at Lovemore Bros, and who coordinated the operation said much advance preparation had to be put into the project, which included dismantling the unit, hoisting the three sections onto low bed trailers and calculating the logistics for the most efficient route to the coast.

"We brought along our mobile hydraulic gantry, a four leg gantry crane capable of lifting up to 200 tons and powered by LPG gas allowing us to use it at sites where electricity was not available."

The first task was to assist with dismantling the three sections which are joined with pipes, hoses and nuts and bolts. The front and rear sections were then separated and their wheels fixed to rail tracks. Each section was then raised and lowered onto a low bed trailer.

The convoy of three low bed trailers could only leave later that night after Eskom had switched off the overhead power lines.

The convoy comprised the front engine unit complete with water tank weighing 41 tons, the hind engine unit with bunker and water tank weighing 40 tons (the highest at 3.8 metres) and finally the boiler and its frame weighing 55 tons. A fourth low bed trailer was diverted from Johannesburg to transport the gantry back to Lovemore Bros' Pinetown head office on the outskirts of Durban.

"Staff in our low bed department are familiar with the most favourable routes all over the country and neighbouring states as well as dealing with the various traffic departments to arrange compulsory police escorts. Logistics along the route include height restrictions of bridges, overhead power lines and telephone lines and any other possible obstacles en route.

"All the traffic departments were terrific and cooperated along the whole journey. We were cognisant of their work load and understood that at times we had to wait while they attended to other priorities."

The convoy's route from Kimberley passed through Bloemfontein, Winberg, Senekal, Bethlehem, Harrismith, Ladysmith, Weenen, Greytown and Pietermaritzburg before winding down to Durban harbour via Umlaas Road.

At its destination in Maydon Wharf, Durban the process was repeated and the three sections were off loaded again using the gantry and placed on railway sleepers and packers to a height of 600mm giving sufficient space under the units for thorough steam cleaning in order to meet New Zealand's stringent import regulations.

"Each job poses challenges and transporting a locomotive on a 975 km journey by road is no exception, but with good cooperation and careful planning anything is possible," said Dennis Visser, Manager of Lovemore Bros Low bed Division.



Emergency operation – removal of a massive fire-ravaged crane

One thousand tons of machinery shifted in a hazardous emergency operation, following a Richards Bay harbour crane fire

When a 460 ton crane was rendered inoperable because of an alumina-fueled fire, Richards Bay harbour authorities were faced with a lot more than simply replacing the crane.

The emergency entailed removing a total of 1 000 tons of machinery including a hopper and a condemned shiploader. Only then could the crane to be moved and replaced with another from a neighbouring berth.

Glanny Naidu, the Procurement Manager from Transnet Port Terminals (TPT), was anxious to resume normal off loading operations quickly. "Lovemore Bros helped us about two years ago when they recovered a boom that had accidentally fallen into a vessel, so we had every confidence in calling them out again. Bruce Lovemore was here early the next morning (a Saturday) to assess the situation, which he did in record time. With time being of the essence, the salvage equipment started arriving and work commenced."

"It was most certainly not a matter of picking up the crane and replacing it with an adjacent one," said Bruce Lovemore CEO of Lovemore Bros. "First we had to dismantle the condemned shiploader's two booms. One was in the extended position and the other in the upright locked position. We brought in two mobile cranes and, using oxyacetylene torches, cut the booms off their housings and lowered them onto our low bed trailers. The booms alone weighed 40 tons each."

"The biggest challenge however, was removing the condemned shiploader. Weighing 460 tons, it had to be raised using hydraulic gantries in a "jack and slide" manoeuvre. The structure was so old that it could not take point loads and started to buckle when upward pressure was applied. This meant that the loading had to be evenly distributed to prevent it from collapsing.

"Once it was jacked high enough we lowered it onto temporary rails and slid it backwards about 12 metres – well out of the way. Contractors were then brought in to remove the concrete rail end stoppers to move the hopper out of the way. Liebherr technical staff then brought an independent power source and towed the burnt out crane off the wharf allowing the replacement crane to be towed into place to resume off loading.

"In the hands of inexperienced operators this would have been an extremely dangerous undertaking. The shiploader could have collapsed onto the vessel leading to injury or worse and multimillion rands worth of damage. As engineers we know what we are do-



ing, and have the capacity and experience to accurately survey and implement solutions of this sort at extremely short notice."

Lovemore says this was the heaviest single piece of equipment his company had ever moved. Gale force winds and restricted working space further complicated the operation.

"The project made use of our full range of operations from low bed transport, rigging and heavy duty jacking. We are building a reputation for carrying out high-level marine work and pride ourselves on being able to affordably deliver expert solutions, throughout our sub-region" added Lovemore.

In complimenting Lovemore Bros on a job well done, Naidu said, "You kept within the project time resulting in a very successful operation. We were very impressed,"

"In the hands of inexperienced operators this would have been an extremely dangerous undertaking." – Bruce Lovemore



Bruce Lovemore (above) responded rapidly to the emergency

Extendable trailers – at 35 metres, the longest in South Africa

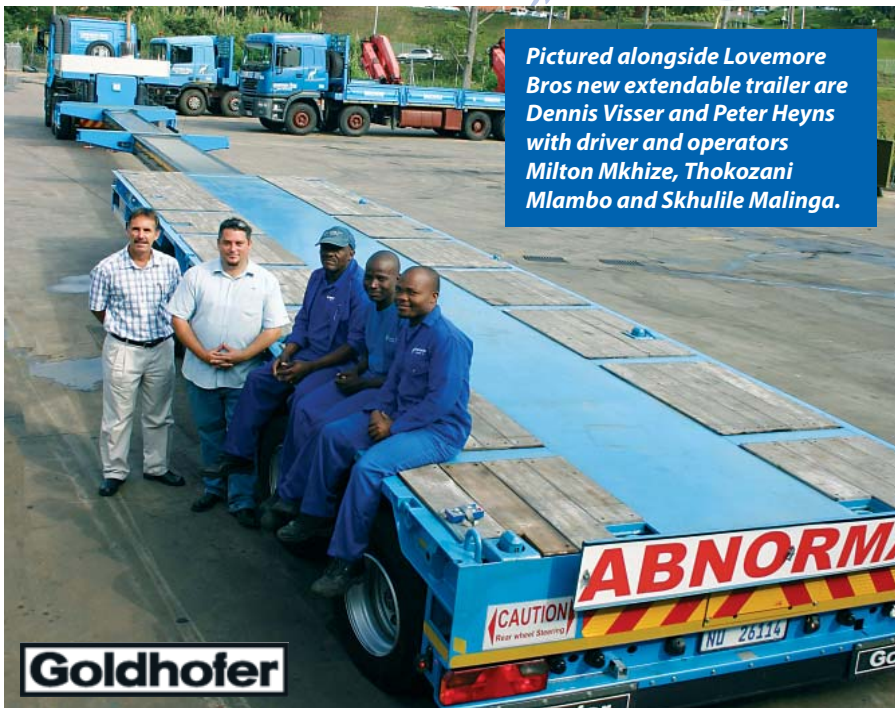
Lovemore Bros meets the demand for extra long cargoes, such as concrete pipes and beams, tanks and wind turbine blades

Lovemore Bros, the KwaZulu-Natal based machine moving and rigging contractor have imported two extendable trailers – which can be stretched to a staggering 35 metres – fulfilling a demand to transport extraordinary long cargoes such as wind turbine blades, precast concrete beams, and tanks and pipes weighing up to 60 tons.

Valued at almost R4 million the extendable trailers are the first of their kind in South Africa. The rear steer,

low deck trailers were imported from Goldhofer in Germany adding a new dimension to Lovemore's existing fleet

Dennis Visser Manager of Lovemore Bros' Abnormal Load division said the four and six rear axle trailers can be manually steered with a handheld remote control, when maneuvering in restricted conditions. "Unlike conventional trailers where drivers have to take a wide turn these trailers steer themselves making them a lot easier to negotiate on tight corners, and consequently they are safer on public roads."



The two trailers have already been in the country for about nine months, but it has taken that long for the Ministry of Transport to issue Lovemore Bros with the required permits.

Additional features of the trailers are that the deck can be hydraulically raised and lowered adding further versatility along a route where accurate precision is required. The length can be staggered in one metre intervals from 12 metres to a fully extended 35 metres while a tilt feature allows cargo that is heavier on one side to be evenly distributed on the deck.

"We have already received a lot of enquiries, so no doubt these new trailers will become a regular feature on our roads," said Visser.

Lovemore Bros has grown into a substantial operator of lowbed trailers, comprising a modern fleet of heavy duty mechanical horses and a variety of low bed trailers specifically geared for the transport of extremely heavy and/or wide loads.

Well decks, step decks, superdecks, hydraulic gooseneck type trailers and now the extendable trailers all make up a comprehensive fleet of vehicles.

Complementing the fleet are skilled operators who are experienced in conveying abnormal loads. They have the ability to deliver the goods safely and to the satisfaction of the client.

"Further, our relationship with the various authorities to remain within the parameters of the law as well as ensuring timeous delivery of cargo is high on our list of priorities," added Visser.

Sanitation/irrigation project – a very demanding rigging exercise

Hygienic ablution facilities and irrigation water for informal settlements

A pilot project initiated by the eThekweni Municipality which involves bringing hygienic ablution facilities and a new wastewater treatment system DEWATS into an underprivileged community on the KZN North Coast is nearing completion.

Greg Schoeman, Technical Sales Consultant within the Local Rigging Division at Lovemore Bros, said this project, while very demanding from a rigging perspective, gives one a "sense of wellbeing" as it means that underprivileged people have access to water for sanitation purposes as well as using the same – treated – water to irrigate crops on nearby vegetable gardens.

"This has been an extremely interesting

project working with the developers, Hering South Africa, a German based company, and Borda, a German based NGO."

The project entailed transporting two precast concrete Water Treatment Blocks (WTBs) from Hering's manufacturing facility in Shakas Head near Umhlali to the informal settlement, Frasers near Ballito Bay on the KZN North Coast.

Lothar Nörtershäuser of Hering, South Africa commented "We chose Lovemore Bros. for this job as they satisfied us from the very first moment with their expertise, professionalism and reliability. Every procedural step was perfectly prepared and executed to our complete satisfaction."

