



Lovemore Bros.

MACHINE MOVING AND RIGGING CONTRACTORS

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<http://www.lovemore.co.za>

Simply getting on with it.

HALF A RUGBY FIELD LONG AND WEIGHING 100 TONS? NO PROBLEM, LOVEMORE BROS WILL MOVE IT

One of the most unusual tasks ever undertaken by Lovemore Bros was moving 21 pontoons to the quayside of Durban Harbour to be loaded onto vessels and shipped to the Moma Titanium Oxide Mine located on the coast of Northern Mozambique.

Fabricated by SA Shipyards, each of the floats is approximately 50 metres long, weighs between 90 and 100 tons and is five metres wide and about 2.5 metres deep. On arrival at the Moma Mine they will be positioned alongside each other forming a massive platform from which the sand dunes will be mined.

The mine is operated by Kenmare Resources a mining and exploration company whose principal activity is the operation on the north coast of Mozambique.

According to Org de Wet, Project Engineer at Engineering & Projects Company (E+PC) part of the Aveng Group, the Moma Mine contains reserves of heavy minerals which include titanium



One of the pontoons makes its cumbersome way from the point of fabrication to the wharf. Note the 'push-pull' method of transportation using two trailers

minerals ilmenite and rutile used as feedstocks to produce titanium dioxide pigment as well as the relatively high-value zirconium silicate mineral, zircon.

"The mining operation consists of a dredge, mining the sand dunes and feeding to a wet concentrating plant. The wet concentrating plant consists of a screening and spiral circuit built on top of the platform constructed from pontoons which float on an artificial pond excavated amid the sand dunes.

There will be a total of 17 x 45 meter pontoons and four 15 meter pontoons held together by strongbacks (trusses). From the mining platform the mineral is pumped to the mainland for processing. The plant is scheduled for completion by mid July 2012."

Peter Heyns from Lovemore Bros'

Lowbed Division, said because of their sheer size only five pontoons could be loaded onto each vessel. "We were appointed by SA Shipyards to firstly position the pontoons in a trial assembly to make sure the strongbacks would fit and that the boltholes aligned".

Lovemore Bros' next task was to move the pontoons over a distance of about 100 metres to the quayside. This involved the use of its two Goldhofer four and six-axle trailers positioned at either end of the pontoons.

"Because of the tight space we had to work in, we manufactured purpose built turntables which the pontoons were jacked onto allowing us to negotiate the tight corners. The pontoons were raised off the concrete slabs they were built on using the powerful hydraulics of the trailers. Then, using a push-pull method, the trucks transported the ungainly pontoons to the quayside."

SA Shipyards' Senior Project Manager Richard von Brandis, said this was another "excellent job" from Lovemore Bros. "They were a big help in moving the pontoons into position for the trial assembly as well as weighing them and finally moving them to wharf.

The first of the pontoons arrive on the quayside for loading onto a vessel



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