HANSA HEAVY LIFT DELIVERS SIX LARGE RTG CRANES FROM JAPAN TO TURKEY

Hamburg, Germany, Monday, 21st August 2017 – HANSA HEAVY LIFT has transported six rubber tyred gantry (RTG) cranes, each weighing 135 metric tonnes and measuring 28.9 by 11.3 by 26.6 m, from Japan to Turkey.

All units were loaded onto the vessel HHL Kobe at the port of Saiki in southern Japan, with two of the cranes being discharged at the port of Gebze and the remaining four at the harbour of Gemlik, in Turkey.

“This was an unusually high number of RTGs being transported on a P2-800 vessel, compelling us to extend the deck as well as ensure there was sufficient space between the units, so that all cargo could be accommodated safely,” said Mohammad Abbas, Project Engineer, HANSA HEAVY LIFT.

“Due to the sensitivity of the cargo units, additional precautions needed to be taken, including a motion response analysis to determine the effects of any accelerations on the cargo during the voyage.”

About HANSA HEAVY LIFT

HANSA HEAVY LIFT GmbH is the carrier of choice for the super heavy lift 900+ metric tonnes industry, delivering best-in-class engineering solutions to customers, particularly in the subsea, oil and gas, as well as the offshore wind farm sectors.

The company is a world market leader in the heavy lift business and operates a modern fleet of 16 vessels which is one of the youngest fleets in the market. The Team is committed to quality, reliability and a customer focused service. Customers’ cargoes are handled with the highest degree of safety and professionalism worldwide.

HANSA HEAVY LIFT is wholly owned by funds managed by Oaktree Capital Management, L.P. Oaktree is a leader among global investment managers specialising in alternative investments, with $101 billion in assets under management as of December 31, 2016. The firm emphasises a value-oriented and risk-controlled approach to investments.

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“Strong cooperation between the crews and stevedores at the ports of loading and discharge ensured the project was executed seamlessly, within the tight timeframe that had been assigned.”

The deck extension included six metres to the aft side and three metres to the starboard side, as well as a total of 11 tween deck pontoons being stowed on deck to accommodate all units.

The strength of the extension tween deck panels was verified through a finite element analysis, to demonstrate that the overhung deck was sufficiently safe and durable enough to support the cargo.

A 3D model assimilation was also created before the start of the voyage to check the clearance between the RTGs and vessels’ cranes due to the large size of the units.

The project was carried out on behalf of Mitsui Engineering and Shipbuilding, with Yilport Konteyner Terminal Ve Liman Isletmeleri acting as the charterer.

“By optimising the number of cranes transported on a single vessel, HANSA HEAVY LIFT presented us with a very cost-effective and efficient option,” said Selami Mercan, Engineering Service Director, Yilport Holding Inc.

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PRESS RELEASE

“The entire project, from planning to delivery, was handled with care and ease, and we would be eager to work with HANSA HEAVY LIFT again in the future.”

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For more information, visit hansaheavylift.com

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Picture caption - for a high-resolution version, contact Emma at emma@meantime.global.

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