



Dock Express 10 in the Panama Canal Gatun locks loaded with 2 MHI super post Panamax container cranes and 3 RTCs from Hiroshima, Japan to Veracruz, Mexico.

Cranes from Japan

Feathered and steel

Cranes, the bird variety, are an important artistic symbol in Japan. They are a source of wonder for their elegance and their seemingly effortless flight, which allows them to migrate thousands of miles. The cranes manufactured by Japanese companies, such as Mitsui and Mitsubishi, have an elegance all of their own, but because they are made of steel, they require assistance from Dockwise to help them effortlessly leave the ground and cover large distances.

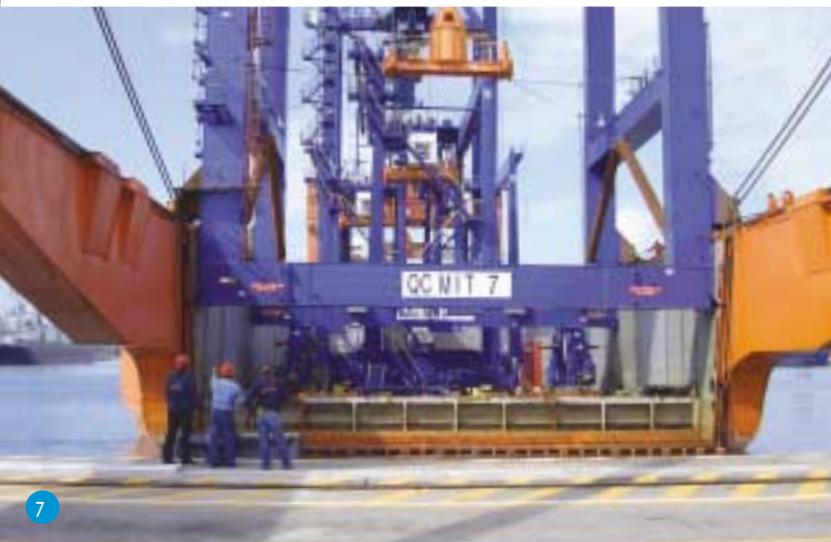
Dock Express 10 was occupied from mid July to mid October in seemingly effortlessly transporting container cranes from Japan.

Mitsui

In mid July, Dock Express 10 arrived at the Mitsui Engineering & Shipbuilding yard in Oita, Japan, to load two super post Panamax container cranes. The cranes, which had been installed on temporary rails running perpendicular to the quay, were loaded using a two-step forklift method. Superintendent Frank van Hoorn explains: "Dock Express 10 manoeuvred its outriggers under the skid brackets attached to the sides of the crane.

Deballasting the stern of the vessel lifted the outriggers, which in turn lifted the waterside legs of the crane clear of the quay (step 1). The crane's waterside was then skidded over the greased skid way on top of the outriggers and dock walls, while the landside followed, still supported on its own boogies. When the crane's landside reached the quay edge between the outriggers, the ship deballasted further to pick it up (step 2). Once the load was fully transferred, skidding continued until the crane was in its final transportation position, where it was secured." This process was repeated for the second crane on the following day.

After a smooth journey to Laem Chabang, Thailand, the cranes were unloaded. Frank van Hoorn: "The offloading operation was also a 2 step procedure, timed carefully with the tide. For each crane, Dock Express 10 was manoeuvred until its outriggers were completely over the quay, with the tips well past the landside rail. The crane was skidded aft until it was in position over the rails. The landside boogies were unbolted, rotated 90 degrees, and then re-secured. By ballasting down the stern, the landside boogies were lowered onto the rails, while the waterside sill beam was lowered onto temporary supports (step 1). The ship was then carefully



1. Ready to load 1st Misui crane.
2. Forlift method.
3. Crane lifted free of the rails.
4. First Mitsui crane positioned and loading 2nd crane.
5. Small floating crane lifting the Mitsubishi RTC on board in Hiroshima.
6. Dock Express 10 upon departure MHI Hiroshima.
7. A stern view showing the tide fit of the MHI cranes between the dockwalls of the vessel.
8. The Mitsubishi crane being positioned above the quay in Veracruz.

manoeuvred forward until the ends of the outriggers were underneath the waterside skid brackets. The stern of Dockwise 10 was deballasted which lifted the waterside sill beam free of the supports. The supports were removed, the waterside boogies rotated 90 degrees, and by ballasting the stern down again, the crane was lowered onto the waterside rail (step 2), after which the vessel moved forward away from the quay."



Frank van Hoorn.

Frank van Hoorn

Frank is an independent marine heavy-lift transportation consultant who frequently works for Dockwise. When asked about his impression of the company he replied: "It is always a pleasure to board Dockwise vessels and work with their professional crews. The atmosphere on board is great, which reflects in the work ethic. All crew members typically go the extra mile to get the job done safe and fast, which results in a high level of client satisfaction..."

Mitsubishi

At the end of August, Dockwise 10 was back in Japan again, this time at the Mitsubishi Heavy Industries yard at Hiroshima. Here, a floating crane loaded two super post Panamax container cranes and three Rubber-Tyred gantries onto the vessel. After a delay due to

typhoon Chaba, Dock Express 10 left Japan and travelled via the Panama Canal to Veracruz, Mexico where the cranes were unloaded using a similar method to that described above. The gantries were rolled off on their own wheels, using the vessel's dock door as a ramp.

Veracruz and Dockwise

According to Cor Duyvestijn, the superintendent for loading and unloading the Mitsubishi cranes and gantries, Dockwise is a frequent visitor to Veracruz. "All of the five container cranes that operate there have been delivered by Dockwise."