



Crane improves HANDLING



The 50 or so inhabitants of Pitcairn Island, the British outpost on an isolated rock located half way between New Zealand and Chile, are finding life has become easier.

The Stoney Creek Shipping Company has been servicing Pitcairn Island regularly since 2002, first with the *Blackmore*, which still calls by occasionally, and for the last year or so the *Claymore II*. Cargo loaded in Tauranga on the *Claymore II* may include anything from tractors and lawnmowers to telegraph poles, cement, frozen meat, fresh produce, beer and wine to trees, seedlings and potting mix.

After a passage of 14 days, the cargo is unloaded while the *Claymore II* is at anchor or hove to off Bounty Bay on Pitcairn into 12.2m aluminium longboats that have their origins as a gift to the island from Queen Victoria.

Under the control of a throttle man and another on the tiller, they carry up to 15 tonnes of cargo and negotiate the treacherous surf that is often a feature of Bounty Bay.

In June of 2010, the *Claymore II* arrived in Nelson for a refit by the Aimex Service Group, which is based in Tauranga. The original deck crane fitted to the ship in Germany when she was launched in 1969 was removed, along with the diesel-fired boiler used to warm her ice-breaker hull and accommodation. The crane was replaced by a new Effer 80000 hydraulic crane and the vacant boiler

space converted into an engineering shop.

“We needed a marine crane from a manufacturer who builds big deck cranes that can stand up to a hostile environment,” said the owner of Stoney Creek, Nigel Jolly.

“We wanted local back-up and a relationship with the New Zealand supplier who was going to give us confidence in our purchase and a sales person we knew would stand by his product.”

The Effer 80000 crane can lift 5.1 tonnes at 13.7m. Its winch has a single line capacity of six tonnes (7.7 tonnes on the first layer) and a double-pull capacity of 12 tonnes.

When loading cargo alongside at Tauranga, the crane works as one would expect, but it proves its worth when offloading cargo into the longboats.

“It’s like trying to dance with a reluctant partner, with both vessels moving differently to the sea state,” says Jolly. “With the original wire rope crane we could load three small shipping containers into each longboat without a lot of precision. Now it’s possible to load four according to their weight, with total control.”

Other benefits include greatly improved sea-going characteristics of the ship, much better visibility from the wheelhouse and equipment that makes the ship look great and which all the crew want to use.

The sale and the delivery of the crane, built to order in Bologna, Italy, was handled by Stefan de Silva from Crane Sales (NZ) Ltd, fitted by Aimex and surveyed by Terry Reynolds. Auckland naval architect Captain Ted Newbank carried out the incline test and loadline calculations. ■

MARINE CRANE SALES

SERVICE AND PARTS

Marine Cranes

Model:

Effer 80000.



Hydraulic boom extension:
13.7 Meters.

Lifting capacity:
5.1 ton @ 13.7 Meter.
13.6 ton @ 5.3 Meters.
6 ton capacity winch (7.7 ton on the 1st layer), 12 ton capacity on double pull.

Tare weight:
8,300kg.

- Dual slew motors.
- 5 function proportional control valve.
- Stainless steel pipes and fittings.
- Cathodic electroplating & marine painting or crane structure.
- Marine grade chrome on all cylinder rods.
- Overload protection.



- Leading European manufacturer of marine cranes.
- Fixed, telescopic & articulated booms available.
- Manufactured to Lloyds standard on request.



- mini crawler, truck loader & marine cranes.**
- Japan's **No.1** loader and mini crawler crane.
 - Largest range of straight boom loader cranes.

PO Box 202, 17 Waihou Street, MATAMATA
P: 07 888 5037 **E:** info@cranesales.co.nz
F: 07 888 4879 **W:** www.cranesales.co.nz



10204