

# RTG orders Crane simulator for Felixstowe stack up

Kalmar has disclosed two early customers for its new E-One all-electric RTG design (see last month's *WorldCargo News*, p2) - Terminal Pacífico Sur (TPS) in Valparaíso and intermodal rail operator Terminal Container Athus (TCA), Belgium.

TPS has opted for two 7+1/1 over 5 machines fitted with Kalmar's DGPS-based Smartrail autosteering and container position verification system, as well as a remote monitoring interface. The machines are due for delivery in November.

TCA has ordered one E-One with a 9+1 span and lifting 1 over 3, for use at its expansion area in autumn this year. The machine will be fitted with a rotating combi-spreader. As previously reported, at this juncture spreader functions such as grapple attachments have to be actuated hydraulically.

TCA has been operating one Kalmar RTG since 1999, equipped with Smartrail to facilitate driving on curved rail yards.

Meanwhile, Liebherr Container Cranes Ltd has confirmed an order for two RTGs from ABP Connect for its Immingham operation. The RTG-8s have an SWL of 40.6 tonnes and are of 7+1/1 over 5 configuration.

Hoist speeds are 22 m/min and 52 m/min, trolley speed 70 m/min and long travel speeds are 70 m/min (full load) and 130 m/min (empty spreader), with variable speed between these two values according to load. Liebherr ac drive controls and the Liebherr Visuscan crane management system will be fitted.

Elsewhere, Husky Terminal and Stevedoring Inc has ordered two Mitsui Paceco rubber-tyred Transtainers for the new ITS terminal at Tacoma. Last year ITS (part of the K-Line group) struck a deal with the port to move its existing Husky terminal from berth 7-D on the Sitcum Western to a site on the Pacific NW

Hutchison Port's Port of Felixstowe is introducing a new crane simulator as a driver training aid, in partnership with Drilling Systems (UK) Ltd based in Bournemouth, which is well known in the offshore oil and gas industries.

The port is providing operational expertise and data regarding its cranes, tractor/trailer sets and vessels calling, as well as environmental data, to enable accurate modelling of the relevant workplace. The data will then be utilised to produce the new software and hardware for the simulator, which will comprise an operator's chair, graphics projection system and instructor's station.

The simulator will utilise sophisticated real-time, digital computing techniques, in conjunction with a wide range of crane controls and functions and, says the port, will provide significant gains in safety and productivity levels.

Sitting in a replica crane operator's chair and focused upon a 3D visual world, with audible cues from a surround-sound system, trainees can be tested in a virtual operating environment, safe in the knowledge that expensive equipment will not be damaged if mistakes are made.

Potentially dangerous scenarios and "crane operator competence under pres-

sure" may be evaluated in a safe manner, using an array of simulated equipment malfunctions and adverse weather conditions.

The simulator will be developed on a modular basis to enable emulation of different crane types through the use of interchangeable control panniers, said Paul Davey, corporate affairs manager of Hutchison Ports (UK) Ltd. It will have the capability to replicate the feel of a wide range of the port's cranes, from ZPMC, Morris and MGM ship-to-shore cranes, as well as its ZPMC and Morris RTG-16s.

Phase 2 of the project will provide an

upgrade path to a mobile system which can be towed inside a trailer by a suitable 4x4 vehicle to the required site. Work on the simulator began in December 2004, and the phased project is expected to be complete by the end of 2005.

● The Port of Felixstowe has claimed a record number of moves for a UK port on a single containership call, achieving 4077 moves on China Shipping's 90,000 dwt, 334m long CSCL EUROPE. With a declared capacity of 8468 TEU, CSCL EUROPE and her sisters CSCL ASIA, CSCL AMERICA, CSCL AFRICA and CSCL OCEANIA are the largest containerships afloat today. CSCL EUROPE was worked by Felixstowe's newest superpost-Panamax cranes from ZPMC, which are capable of handling 60 tons under twinlift spreader on a 22-wide deck stow.

