

# off the fence.

## Mega Transports (Series 1)

6 x 60'

EPISODIC BREAKDOWN

### 1. Superyachts

Transporting a ship by a ship - this becomes necessary when the super-rich want to have their super yacht available at a vacation paradise at the other end of the world, but under no circumstances want to sail it there themselves. That's when specialized companies like Sevenstar Yacht Transport come into play who take yachts across the oceans to the still so smallest islands on huge transport ships, or as a mass delivery to the Côte d'Azur. Always under the watchful eye of the owner, the luxury liners have to be handled with velved gloves, using mechanics, divers and logistics specialists attached so that they survive the trip without scratches. This Episode of MEGA TRANSPORTS shows the Atlantic crossing of 10 highly valuable luxury yachts on a special transport ship: The Yacht Express. The cargo on the mega transporter is worth 188 million dollars in total! Before it can begin its journey, the superyachts have to be loaded safely – by “Float on – float off” technique: the semi-submersible yacht carrier allows the yachts to float on the submerged deck, before special divers can place special cradle systems under water, to stabilize and secure the mega yachts. They have to work with the utmost precision – and under extreme time pressure. The route from Port Everglades, Florida over the straits of Gibraltar to Genua, Italy also has many hurdles in store for the mega transport. The captain has to monitor wind, weather and waves on the route carefully, to make sure the luxury yachts arrive safely at their destination.

### 2. Mining Truck

If a transporter needs to be transported, if 176 wheels aren't enough to carry its weight and if the load weighs twice as much as the transporter... Then it must be the mother of all mega transports! The setting: Canada. The cargo: an ultra-class dump truck. The heroes: tough men with delicate fingers and eagle eyes. In the midst of the no-man's-land of Fort McKay, in the province of Alberta, the multi-national company Mammoet has built up a business for special transports. For there is treasure in this region: natural gas. To extract it, heavy machines are necessary. Heavy Machines like the 797. The biggest dump truck Cat has ever built – THE work horse of the North American mining industry. The record-breaking size of its wheels is matched only by that of its price: six to eight million dollars. This is the very truck that Mammoet is supposed to deliver today to its operation site, an oil sands surface mine. Although the mine is only 7 kilometres away, the truck does not manage the short distance on its own power. With the truck's 300 tons distributed over only four wheels, the road would not be able to withstand the weight. Like an elephant standing on four juice-boxes. The pressure on the four small patches of ground would immediately burst the asphalt. So, it has to be transported on a special trailer, which has to be precisely

assembled before the loading can start. And: the transport has to be finished before rush-hour... This mega transport requires everything from man and machine.

### **3. Conveyance of the Norwegian Joy**

Meyer Werft in Germany is one of the biggest shipbuilders in the world. But it has a problem, as big as the ships it builds: the coast and sea are 50 kilometres away. From Papenburg, the only route to the North Sea leads via the shallow and narrow river Ems. This river is actually entirely unsuitable for conveying gigantic cruise ships. But still, every Meyer Werft ship has to negotiate this channel. This Episode of MEGA TRANSPORTS shows the very first and thus the most difficult kilometres the brand new cruise ship “Norwegian Joy” will ever travel. “Norwegian Joy” is the world’s fourth-largest cruise ship – at 333 metres long and with a nearly 42-metre beam she is a true giant of the seas. With as yet unseen on-board attractions, she is one of the most innovative ships of its era. But: Even the smallest mistake could cause this ocean giant to falter. For the voyage to the North Sea is full of difficulties: First, the gigantic cruise liner has to leave its covered dock. Things get very tight here. From the shipyard harbour, the Norwegian Joy starts her adventurous journey with only a few centimetres of water under her keel. She has to pass many hurdles on the way: the dock lock gate, two bridges and a barrier. Will she survive the conveyance unscathed?

### **4. Antonov**

A giant of the skies – the Antonov AN-124-100M-150. Worldwide the biggest production cargo aircraft of all time. Thirty-five years old and still highly sought-after in the transport sector. No aircraft can transport more goods than the Russian giant. At the height of the Cold War: an important means of national transport and prestige object for the Soviet Union. Today: it is in use all over the world and is the queen of international air transport.

Her latest mission: The Antonov An-124 is bringing a 61-ton generator 11,000 kilometers from England to South Korea. Normally a piece of cake. But every job has its quirks. The load manager and his team must make sure, that the ramp and the internal track system of the cargo freighter are positioned exactly – otherwise it would not be possible to load the generator safely. The crew is under time pressure. The customer is paying about three hundred thousand Euros for the charter flight. And: every minute of delay costs more. Before it can be loaded, the steam generator has to pass special security screenings, before it is allowed at the cargo terminal. On its way to Seoul, the An-124 must stop three times to fuel up and to check the status of the cargo. The cargo plane itself must also be thoroughly checked after every landing. The technicians make small repairs right at the gate. But after 4000 flight hours, a general overhaul is necessary. That means: about every 2 years, the Antonov planes must be thoroughly inspected. In this way, each plane can be used around the clock for up to 45 years. The Antonov’s team doesn’t suspect that inadequate equipment and unprepared workers await them at their destination. The transport could very well end in disaster...

### **5. Villagemove**

Everyone knows it: Housemoving is a lot of work, requires excellent planning and costs time and money. Just imagine how it must be if you are moving an entire village – as a whole. Impossible? The dutch logistic and heavy transport company Mammoet says: Not for us! And that's what they do: the Swedish city of Malmberget has to make room for a mine and therefore move to nearby Koskullskulle. Because many of the houses in Malmberget are of high cultural value, the governmental mining company LKAB wants to move them in one piece. Preparations for this mammoth-project take several months. First, the team has to dig out the soil from underneath the houses and then fortify it properly. Beams are put underneath the house to make it ready to be positioned on Mammoet's special transportation equipment. The houses vary in size, with a weight ranging between 45 and 210 tons, the biggest one measuring 14 meters in length, 14 meters in width and 14 meters in height: The villa "Höijersbacke", Malmbergets pride and joy. The villa is special, because of its chimneys: They have to be extra-carefully secured to make sure the building does not collapse during lifting. Millimeter by millimeter, the villa is carefully lifted up, the trailer drives underneath and takes it away - on narrow roads, through tiny villages, over steep hills all the way to its destination. Most important: The balance and the weight of the load needs to be engineered very carefully beforehand. On its way, the mega transport faces many difficulties – despite all the detailed planning...

## **6. Biggest Containership**

It is the largest heavy load transport on earth! When the first ship of the brand-new OOCL-fleet gets underway, more cargo is moved at one time than anywhere else in the world and ever before. At 21,100 TEU capacity, the vessels are the largest ever ordered to date. 400 meters long and about as wide as a football field (58.8 meters). These ships will not only be able to load more cargo than ever before, they will also be equipped with a number of high-class energy-saving systems. This Episode shows the maiden voyage of the OOCL HONG KONG. Everything happens for the first time: the captain, the pilots and the harbour crew have never before manoeuvred a giant ship like this. Berthing, loading, steering: Risky manoeuvres, which have never been tested before. Once berthed, the cargo loading pushes everyone involved to the limit. Crew, Crane operators and the lashing team. A loading procedure like this, with additional containers on top of the so far known stacking limit, has only been theoretically discussed, but never tested in real life. Balancing the ship, moving and securing the stunning mass of containers is a task, which does not condone even the slightest mistake. The route from Shanghai to Rotterdam, with stop in Singapore brings constant challenges: pirate areas, onboard emergency drills and the navigation through the narrow waters of the Suez Canal. All of this happens under incredibly high pressure of time – will the world's largest container ship stay on schedule on its maiden voyage?