

INTERMARINE



CASE STUDY

INTERMARINE

LOCOMOTIVES, BOGIES AND SKIDS

DISMANTLED LOCOMOTIVES DISCHARGED IN MATCHING SETS

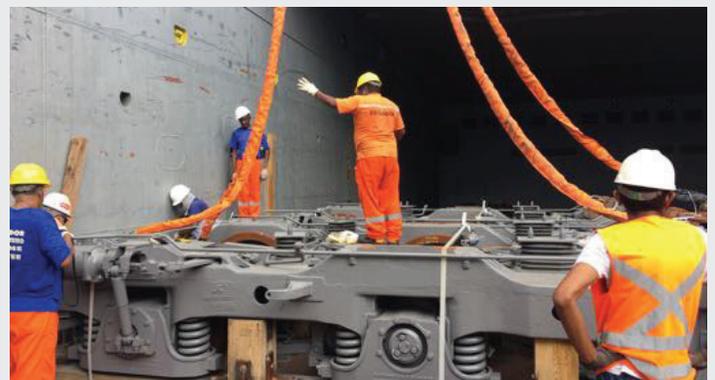
SYNOPSIS

In November 2017, VALE S.A. hired Intermarine to transport seven MODEL ES58ACi locomotives from Lambers Point Dock in Norfolk, Virginia, to Itaquí, Brazil, with a transit time of 14 days.

The contract was ex-hook, but Intermarine did not stop there. Intermarine assisted Vale with onshore operations, coordinated the work of the longshoremen stripping the skids, placed the locomotives onto the bogies; and coordinated with Vale engineers.

SPECIFICATIONS

- **Port of Loading:** Norfolk, Virginia
- **Port of Discharge:** Itaquí, Brazil
- **Type of Cargo:** Locomotives
- **Dimensions:** 40-53.50 M from 114MT to 141MT each
- **Client:** VALE S.A.
- **Vessel:** M/V Industrial Fighter

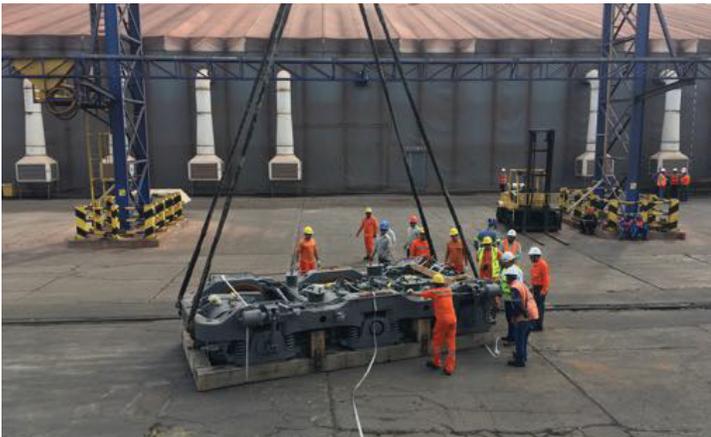


CHALLENGES AND SOLUTIONS

Dismantled locomotives were loaded on skids, separate from the bogies. Each locomotive was matched to a specific set of bogies. The loading would not have been possible if the cargo was discharged in unmatched sets. Additionally, there was only one rail track on the pier.

Each locomotive and its matching bogies were clearly marked at the loading port, so they could be discharged in the proper sequence. Since there was only one rail track, it was necessary to discharge one for one and clear the tracks so the next locomotive in the sequence could be discharged.

A pre-discharge meeting was held with Vale engineers, Intermarine port captain and the stevedore to make sure everybody was clear on expectations; and the sequence of operations were performed safely. As a result, the bogies were placed onto tracks and immediately stripped from their skids; each locomotive was then discharged over the bogies. Subsequently, a team of Vale engineers rushed to link the hydraulic and electric lines, and then rolled the locomotive forward to open space for the next set.



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