



Ports and Terminals

Solutions for
Dry Bulk Cargo Logistics

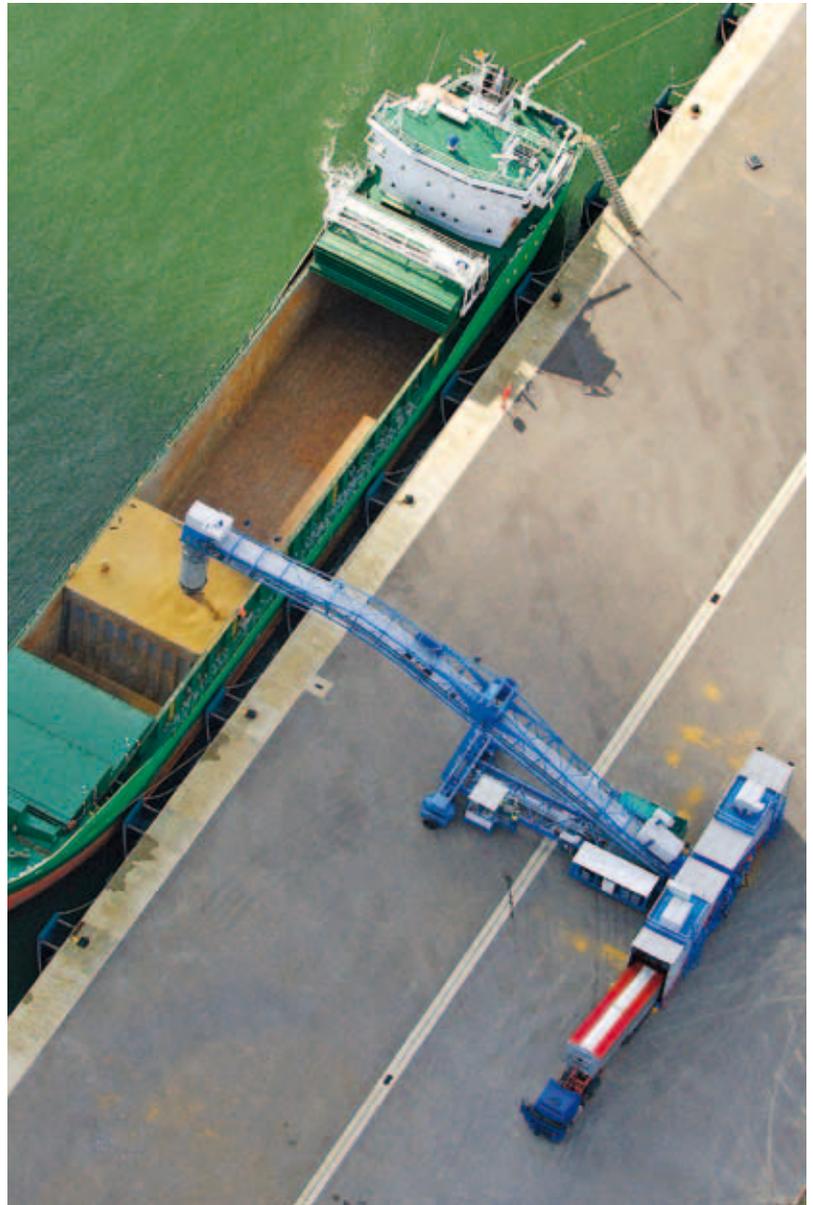
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Ports and Terminals Flexible Solutions

B&W Mechanical Handling Ltd. have established a suite of ship loading and discharge appliances tailored to the Ports and Terminals business handling dry bulk cargoes. Specifically developed to offer both flexibility in operation from existing berths and high performance loading, whilst respecting the highest environmental standards for dust and pollution control.

Mobile Shiploaders, Stackers and Import Hoppers may be utilised independently on any suitable flat quay or integrated to a permanent storage facility, using mobile conveyors on the berth to retain flexibility and allowing the berth to be used for other duties when not required for bulk export.





Truck to Ship and Truck to Storage

The Samson™ Surface Feeder is the key feature that enables the B&W Mobile Shiploader and Stacker systems to handle a whole range of loose dry bulk cargoes from light and free flowing, such as grains, through to wet and sticky materials such as Synthetic Gypsum.

The unique ability of the Samson™ to receive almost any dry bulk cargo without underground pits and hoppers eliminates the need for any fixed port infrastructure and permits operation on any suitable existing berth.



Independent Mobile Samson™ feeds an existing Shiploader



Mobile Stormajor™ Stacker incorporates a Samson™ feeder



Independent Samson™ Feeders with Mobile Shiploaders



Maximising Berth Utilisation

The Mobile Shiploader immediately converts an existing multi-purpose berth for handling loose dry bulk cargoes delivered to the port direct from tipping trucks. When not required for bulk export the Shiploader is simply travelled clear to a suitable parking position.

The Mobile Shiploader may be used for loading bulk carriers to Post Panamax size and when equipped with Twin Samson™ feeders of peak loading rates to over 2,000 tons per hour are possible, with Through-the-Ship rates in excess of 1,500 tons per hour. Operating at this rate, a 75,000 DWT Panamax size ship would be loaded in less than 60 hours; taking into account proper hold trimming for safe cargo stowage.



Samson™ mounted to a slew ring for easy alignment



Maximum Flexibility with limited quay space



Absolute Mobility

The Port of Immingham located on the East Coast of England is a large import and export terminal handling both bulk and containerised shipments. Flexibility is paramount, allowing the port to maximise the efficiency of every inch of berth space within the enclosed dock section.

The Sterling Series Mobile Shiploader, illustrated here, employs vertical elevation to raise cereals from the four Samson™ surface feeders to the radial and luffing outloading boom conveyor.

Compact and efficient with a design loading rate of up to 1,200 tons per hour handling wheat.

Even with this 400 ton leviathan, full mobility is included allowing the Shiploader to be travelled under its own power to clear the berth for other port operations.

A total of 24 tyres carry the load, mounted in sets of six, to drive bogies mounted to slew rings allowing the wheel units to be aligned for any direction of travel and

for steering using electronically controlled Ackermann geometry, without mechanical linkage. Similar systems are available for all machine sizes and specifications.



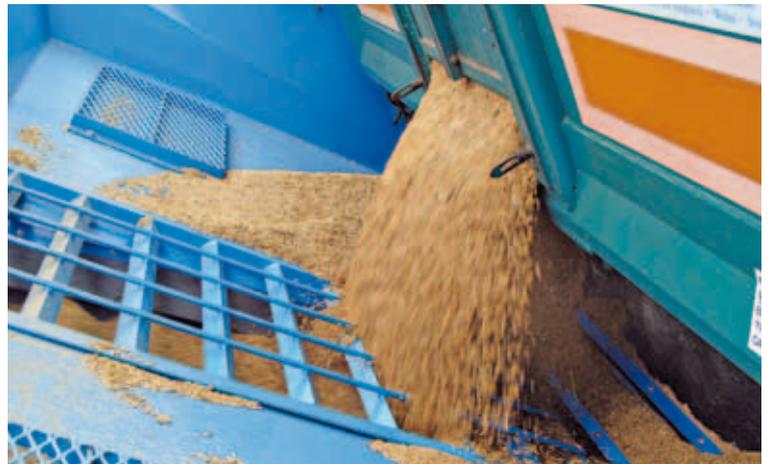
Drive bogie



Independent Multi-Tip Samson™ with extended entry section to permit four trucks to discharge simultaneously

Granular Materials

For free flowing materials that may be discharged through the “Grain Door”, the flow rate from the truck may be regulated. Therefore material may be tipped directly to the feed boot of the mobile Shiploader or narrow belt intermediate feeder conveyor, as shown below.



Regulated Flow from the Truck Grain Door



Independent Feeder Conveyor for Flexibility on the Berth



Lancaster Series Mobile Shiploader



Loadmaster Series Loading Small Bulk Carriers



Loading Coal to Small Bulk Carriers



Multi-Level Undergear for Maximum Stacking Height

Stacking and Ship Loading

The Lancaster Series Mobile Shiploader and Stacker provides the ideal solution for storage and export of coal from this Russian baltic port. Supplied with a larger feed hopper, the unit will accept coal or similar light bulk cargoes direct from Wheeled Loaders.

Replacing the large shovel hopper with a standard feed boot allows the Lancaster Series or Shiploader unit to operate with one or two Mobile Samson™ feeders to receive non-free-flowing cargoes direct from tipping trucks.

The Samson™ eliminates double handling and is a receiving unit, feeder and buffer hopper all in one, delivering a controlled feed rate, and, thanks to the buffer capacity, an increased average overall loading rate.



Import Mobility

The import of loose dry bulk cargo direct by grab crane using either geared vessels or independent mobile harbour cranes offers complete flexibility. The equipment is moved clear after use for the discharge or loading of other freight.

The Eco-Hopper and Shiploader may be supplied with any combination of towed or self powered travel systems, including stabiliser jacks for the larger machines.

Drive may be from own on-board gen-set providing independent electrical power for the complete equipment.



Truck Transfer from Eco-Hopper to Inland Storage



Towed travel



Samson™ discharges direct to a surface mounted belt

Truck Intake to Local Storage

The Samson™ Surface Feeder is the ideal reception unit for the intake of almost any dry bulk cargo, from road tipping trucks or mining dump trucks for discharge to off-port storage, eliminating the need for expensive deep underground hoppers and associated civil works.

Coal and pet-coke intake to a cement plant located adjacent to the port using a fleet of road trucks operating on a merry-go-round basis are able to discharge small bulk carriers at an average rate of 600 tons per hour.

Combining mobile equipment on the berth with surface mounted solutions at the plant offers the most economical and flexible overall handling solution.



Truck Intake to Silo Storage

For silo storage, the combination of Samson™ Surface Feeder with Vertical Elevator offers a compact plant footprint with the minimum of transfer points and much simplified installation and maintenance demands compared to traditional underground hoppers and feeders.

Integrating a Samson™ with an AUMUND central chain bucket

elevator offers high handling rates and fast truck discharge. Ideal for the intake of imported cement clinker, gypsum and other additives to a cement grinding plant.

The Samson™ provides a buffer capacity and regulated discharge to the elevator boot.



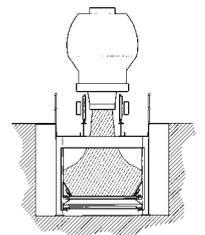
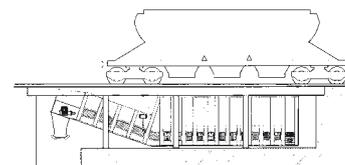


Rail Intake to Local Storage

The Samson™ Under Rail (SUR) feeder is the ideal solution for the intake of dry bulk cargo to terminals and associated process plants, or as part of a Railborne to Waterborne transshipment operation including often local internal or external storage facilities.

The SUR shallow pit concept is ideal in a port environment to minimise civil works, construction cost and groundwater ingress.

Low free fall reduces dust generation and material degradation.



Pit Depth of less than 4.0 metres

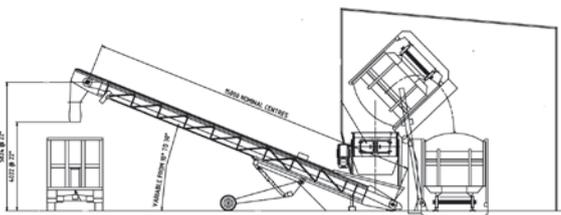


Samson™ Feeders for Wagon Tippers

The Samson™ Under Rail (SUR) feeder may be incorporated beneath conventional wagon tippers or supplied as a “Box-Feeder” to receive material from pivot frame or hydraulic box tippler designs, particularly handling cohesive materials liable to bridge and block.



Skid Mount Box Feeder Receives from Wagon Tippler



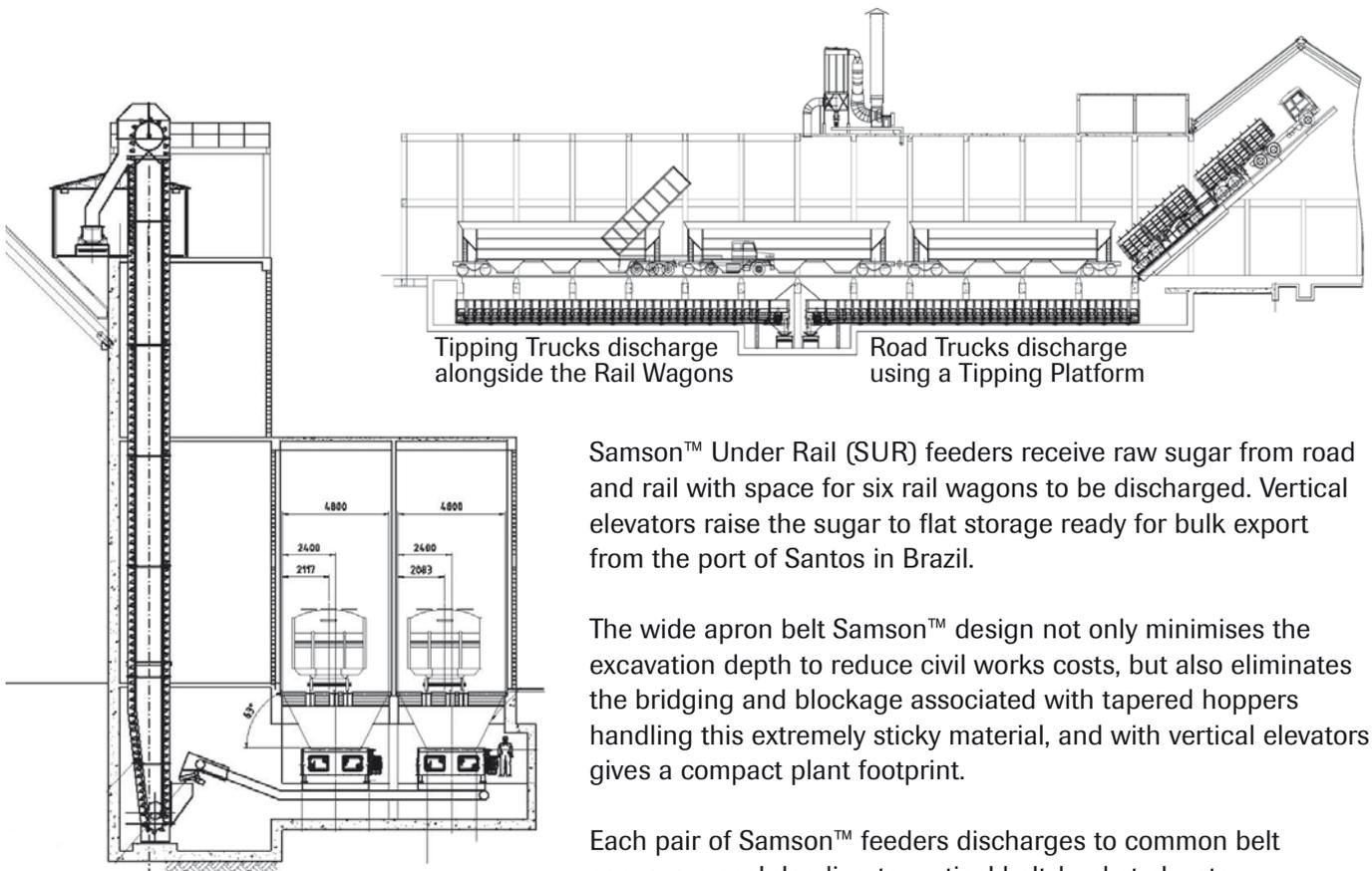
Surface Installation with Mobile Transfer Conveyor



Transhipment from Rail Wagon to Tipping Truck



Multiple Road and Rail Intake



Samson™ Under Rail (SUR) feeders receive raw sugar from road and rail with space for six rail wagons to be discharged. Vertical elevators raise the sugar to flat storage ready for bulk export from the port of Santos in Brazil.

The wide apron belt Samson™ design not only minimises the excavation depth to reduce civil works costs, but also eliminates the bridging and blockage associated with tapered hoppers handling this extremely sticky material, and with vertical elevators gives a compact plant footprint.

Each pair of Samson™ feeders discharges to common belt conveyors each loading to vertical belt-bucket elevators.



Flexible Intermediate Storage

The Stormmajor™ offers a flexible alternative to fixed storage systems for intermediate stockpiling of dry bulk cargoes prior to onward shipment by rail. Illustrated here, coal and pet-coke are imported through Grab Hoppers to trucks for movement to the off-port storage.

Using the Radial and Luffing Boom feature, a vast stockpile may be generated with a level plateau to maximise the stored volume on the available stockpile area.

Thanks to the integrated Samson™ feeder the equipment may receive from almost any type of tipping truck, providing a buffer holding capacity with controlled feed rate to the radial and luffing boom conveyor to maintain the stacking rate continuously between truck changeovers.



Stormmajor™ supplied with powered travel and hinged truck ramps for easy manoeuvring around the stackyard





Universal Application

Stormmajor™ is equally at home loading small bulk carriers or receiving from grab discharge transferring to an existing port handling and storage facility. This equipment may handle a variety of cargoes including wood pellet, fertilisers, fish meal and cereals.

The same equipment is equally at home loading bulk materials to rail wagons handling crushed rock from tipping trucks to both open top flat bottom plus hopper bottom rail wagons. A road to rail transshipment facility without any fixed intake, hopper, feeder or conveyor systems.

The Stormmajor™ offers complete flexibility in any bulk cargo handling operation within the port, stockyard and marshalling yard or rail siding.



Intermediate Feed Points

As port or associated operations develop often the need arises to introduce new materials to an existing conveying installation. Either imported fuels or raw materials perhaps from a new source may be received by Stormajor™ or Samson™ with minimum disruption.

Integrating a Truck Tipping Platform with a Samson™ surface feeder enables high-cube trucks to be rapidly discharged onto an existing overland conveyor.



Samson™ Box Feeder for up to 120 tons live storage





Loading from Narrow Jetties



Raised Chassis Shiploaders available for Panamax ships

Where the jetty's width does not permit the use of conventional mobile equipment, combining a Raised Chassis Shiploader with a Stormajor™ acting as a receiving unit and feeder provides an economical solution for a range of vessel sizes from small Coasters through to Panamax.



Trimming for small vessels using simple Rotating Chute



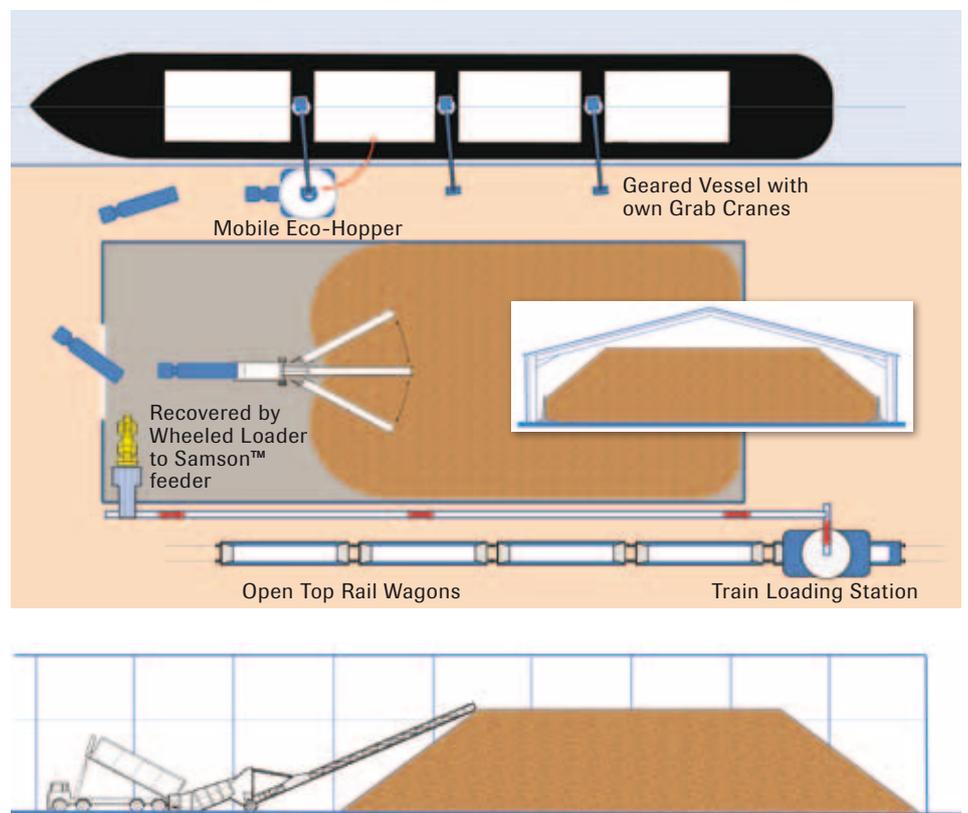
Shiploader + Stormajor™ for Truck to Ship Loading

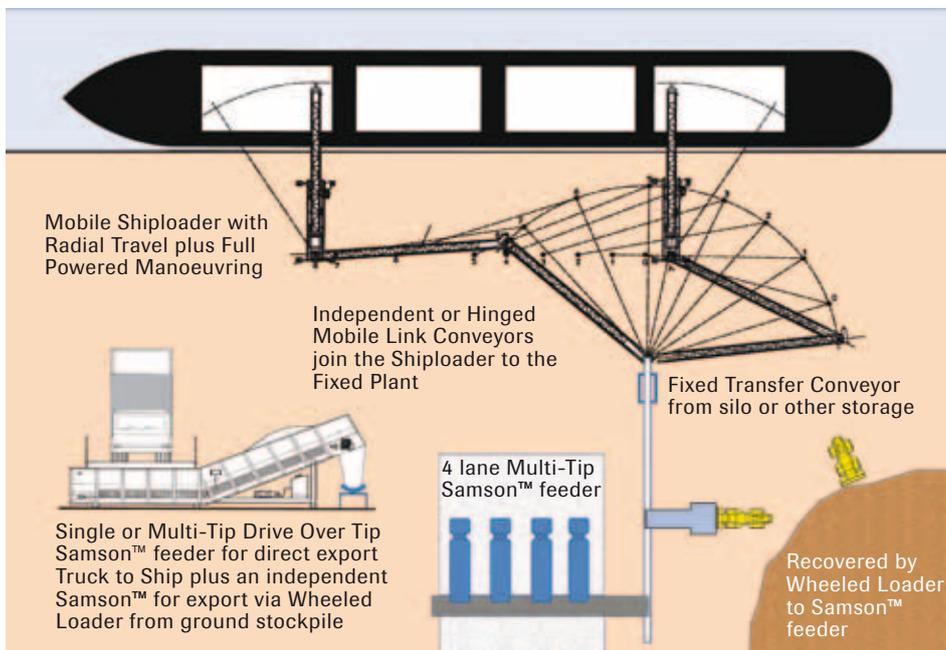


Import to Flat Storage

Using an existing open warehouse or erecting a low cost flexible skin building provides an economical solution for the inside storage of dry bulks. Shown here cargo is imported from geared vessels through a mobile Eco-Hopper and trucked to a Stormajor™ mobile stacker.

Loading to Open Storage by Stormajor™ with recovery by wheeled loader transferring material either direct to truck or as shown here to a rail wagon loading station.





Fixed and Mobile Solutions

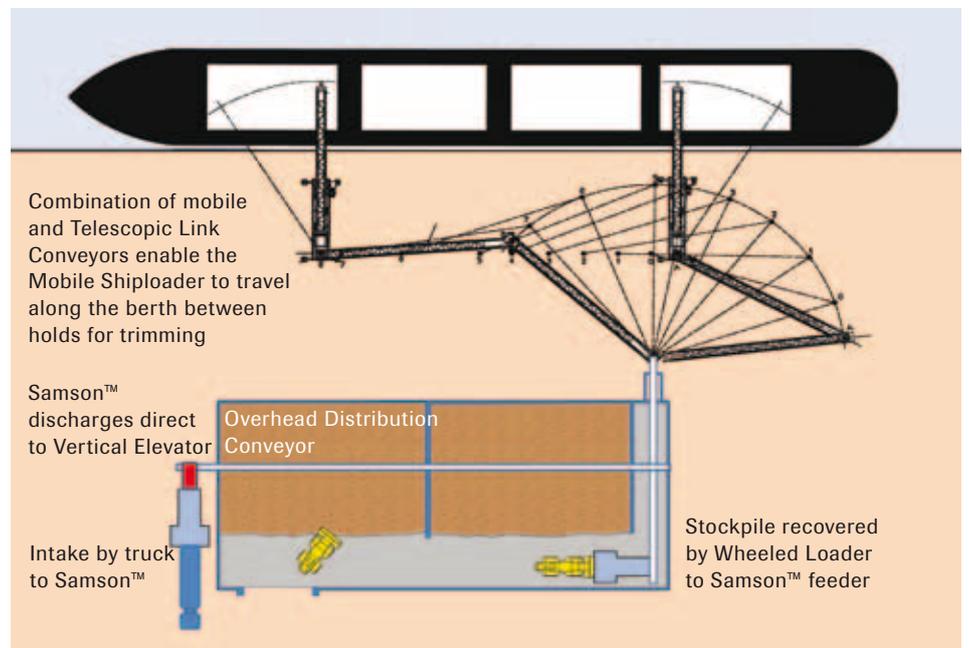
Combining fixed intake and conveying equipment with Mobile Link Conveyors and a Mobile Shiploader gives the best of both worlds, using a single entry surface mounted Samson™ feeder with Wheeled Loaders or multi-lane drive-over-tip Samson™ feeder for truck intake.



Export from On-Port Storage

Combining fixed intake and storage facilities with Mobile Link Conveyors and a Mobile Shiploader on the berth gives maximum flexibility allowing the berth to be cleared for other port operations between bulk shipments.

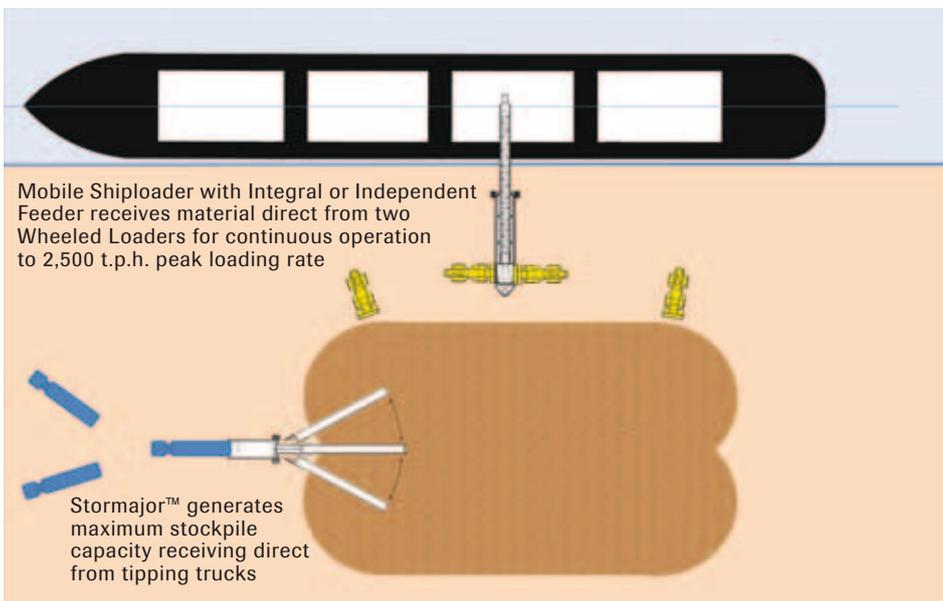
Material intake to Samson™ Surface Feeder, raised by vertical elevator to overhead storage including plough or tripper distributor. Recovery by wheeled loader to a second Samson™ feeder for onward conveying to the berth.





Export from Quayside Storage

Exporting direct from a quayside stockpile offers maximum flexibility where bulk shippers may permanently occupy an area of the quay back from the berth allowing fast loading by Wheeled Loader from the stockpile to the Mobile Shiploader, illustrated below handling hot pet-coke.

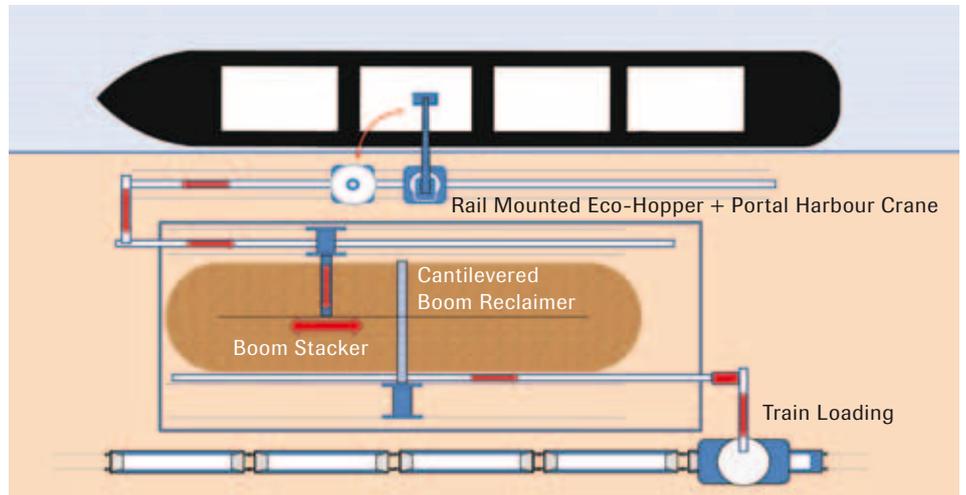




Import by Rail Mounted Eco-Hopper

The B&W Rail Mounted Eco-Hopper may be integrated to complex port storage and distribution systems using conveyor haulage and travelling stacker/reclaimer systems based on forward distribution by Rail, Road or Barge.

Dry bulk cargo imported by Rail Portal Mounted Travelling Harbour crane discharging to Rail Mounted Eco-Hopper with belt conveyor transfer to on-port storage; including SCHADE travelling Stacker and Cantilevered Boom Reclaimer with final output to rapid train loading station. Other options, such as re-loading to barge, are also available.



After Sales and Customer Support

B&W Mechanical Handling Ltd., strive to deliver the highest standards of customer support and after sales service worldwide with the collaboration of the local AUMUND Group companies and representative offices.

- Application Advice
- Port or Plant Infrastructure Survey
- Performance and Selection Criteria
- Operational Guidance
- Machine Selection and Specification
- Supervision of Site Assembly
- Commissioning
- Advice on Maintenance Programmes
- Rebuilding and Refurbishment
- Genuine Spare Parts
- Service Contracts

Our engineers are highly trained and experienced in the B&W products and familiar with port operations and the demands of shipping schedules where equipment availability is critical to avoid demurrage costs.



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A comprehensive service at each stage of the logistics chain from the raw material or fuel source to the port and from the port to the consumer including the loading and discharge of trucks, rail wagons, barges and deep sea vessels plus associated storage systems at the port and processor.

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