

## Green Worldwide says "Yes to the laycan"

By Green Worldwide Shipping's Project Manager Terri Tedford

**I**t was a beautiful day at Houston port.

When the gantry crane operator picked up the last of five GTs to be staged in place before they lowered into the hold of the chartered vessel and seemed to forget where he was; my heart didn't even skip a beat.

The stevedores yelled, waved their arms and whistled to try and get the operator's attention before the generators tumbled like dominos when he knocked his load into the side of the ones already in position.

He maneuvered everything perfectly in the end and the load was released to the ground.

My client, standing next to me asked if my heart was beating as fast as his was beating.

"No, I'm a rock," I responded and patted my heart.

Not really true, but it will take more than it used to for my heart to race after this project.

After a laycan contract was in place, it became apparent that the supplier was

running behind on their projection date.

Seven days behind, from what I was hearing. The cargo was not going to be available for pick-up until two days into the laycan.

We were going to have to move 414.6 tons of cargo to the port as quickly as possible.

The vessel was finally scheduled in on the third day of the laycan and we were able to start scheduling picking up the freight the day before she arrived.

We planned on having half of the loads at the port when she berthed and deliver the other half while she loaded the first half.

### Limits

At 1758 the afternoon before we were to start loading at 0600 the next morning, I received an email from the shipper.

They were discovering that recent safety limits on their equipment that had been implemented was limiting their ability to lift five of the loads to my trucks.

Permits, escorts and bucket trucks as well as trucks were in place bright and



early for the next day.

Luckily, I was able to get in touch with my trucker after hours, who was able to switch permits and trailers around for freight so that they were able to lift for loading in the morning.

In the meantime, we had the supplier order a crane to assist with loading at their facility.

They were able to get the crane to

their facility and set up precisely at the same time the vessel berthed at the port.

The last four trucks were loaded at the shipper's facility while the cargo already at the port was lowered into the hold. We had the last trucks unloaded direct to ship. No vessel demurrage was incurred.

My client laughed out loud at my "joke", "You're a rock!"

I am a rock. [www.gpln.net](http://www.gpln.net)



**GLOBAL AIRLIFT SOLUTIONS LTD.**  
*the fuel for your logistic needs*

**OUR SERVICES**

- ✓ Cargo Charter
- ✓ Passenger Charter
- ✓ On Board Courier & Hand Carry Services
- ✓ Critical Care Solutions
- ✓ Engineering & Load-Planning
- ✓ Project Planning, Organisation & Supervision

**CONTACT**

**GAS**  
*Global Airlift Solutions Ltd.*

Email: [obc@globalairliftsolutions.com](mailto:obc@globalairliftsolutions.com)  
[charters@globalairliftsolutions.com](mailto:charters@globalairliftsolutions.com)

Phone: +352 26 94 82 22 (Europe / US)  
+852 34 27 38 98 (Asia Pacific)  
+971 56 10 32 260 (Middle East / Africa)

**WWW.GLOBALAIRLIFTSOLUTIONS.COM**

## Celebratory reception for Zygyus in Katowice



**Z**ygus? In this case the talk is of a tramway, more precisely the last of 30 transported to South Poland by Universal Transport during the recent months.

The name "Zygus", a boys' name which is comparable to the German name "Siegmund", was chosen by the citizens of Katowice, as were the names of the preceding 29 tramways.

The special nature of the last transport at the end of September was the celebratory reception of the tramway, which in the future will be employed by the public

transport authority in Katowice.

The mayor of the city, numerous guests as well as reporters waited for the arrival of the heavy load transport, whose journey began in the factory near Swiecie, a distance of 450 kilometers.

For the order, Universal Transport chose a vehicle combination of a 4-axle tractor unit and a 6-axle rail semi.

Each single tramway had a weight of more than 44 tons and measurements of 32 meters in length, 2.4 meters in breadth and approximately 4 meters in height. [www.gpln.net](http://www.gpln.net)