METHOD

HIAB

Method No. 20

A magazine featuring the HIAB Method and its applications

Contents

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A magazine featuring the Hiab Method and its applications, published by HIAB-FOCO AB, Hudiksvall, Sweden.

Publisher: Sten Lagerman

Editors: L. Rosengren
A. Adlers

HIAB-FOCO, Publicity Dept.,
S - 824 01 Hudiksvall
Tel. 151 00 (area code 0650)

Cover

A concrete post being raised by a HIAB 1560
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"Method's" Score

This is the 20th number of "Method", so in a small way it's a jubilee occasion. But we haven't made a special jubilee number of it. We've contented ourselves with printing rather more pictures than usual in colour — apart from that we've simply tried, just as with all the previous numbers, to make this issue of "Method" just a bit better than the last. Sometimes we think that we've succeeded.

We're certainly well placed to produce an ever more fact-packed and interesting magazine. Our subject — the Hiab Method and its uses — is practically inexhaustible. Material, stories, pictures, suggestions and ideas are pouring in to the Method editors in ever-growing quantities from Hiab's representatives and customers all over the world. Producing a magazine under these circumstances isn't just easy — it's good fun. The only difficulty is making our choice from among all the available material, and the only sad thing is that so much good stuff has to be rejected for lack of space.

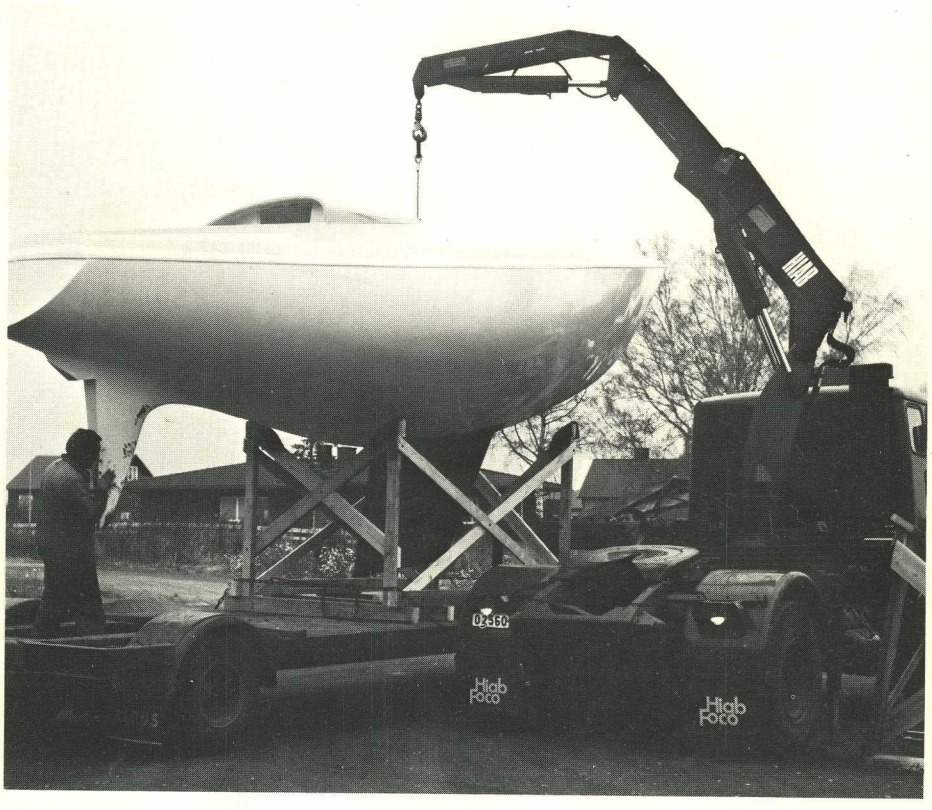
This number features two subjects that deserve comment. For the first time we include some examples of our largest loader to date, the HIAB 1560, at work. It's a monster with a lifting moment of 15 ton-metres. It's got two-thirds again more muscle than the previous biggest loader, the HIAB 950 of 9 ton-metres. In other words the HIAB 1560 will lift 2.5 tons at a radius of 6 metres.

In the 19 "Methods" that have appeared so far the material from Africa has not been very copious. There's a natural explanation: there haven't been many Hiab loaders in Africa. So it's all the more gratifying that in this number we can report that interest in the Hiab Method is growing rapidly in the new states of Africa. And at one point — the Ivory Coast to be precise, a single customer has bought hundreds of Hiabs.

The reason why the "Method" editors take particular pride in this story is that this very successful application of the Hiab Method in Africa was sparked off by an article in "Method", describing how the same problem of handling had been solved in the Far East. So here we have a prime example of how the magazine fulfils its mission as a disseminator of ideas for solving handling problems all over the world. We just couldn't ask for any better material to present in a jubilee number.

HIAB 1560

In some kinds of work, above all on outfits more or less specially constructed for transporting heavy unit loads, there's a need for a loader with a bigger lifting capacity than the usual run of truck loaders have had so far. For some time now, owners of such outfits have been able to choose the HIAB 1560, which is three times stronger than the ordinary standard loaders — with a lifting moment of 15 ton-metres and in addition a standard reach of 6 metres. On this and the next few pages we give some examples of how the big new loader is used.



The great reach is a real boon when a sailing boat is to be lifted. The hook on this HIAB 1560 is a good five metres above the ground.

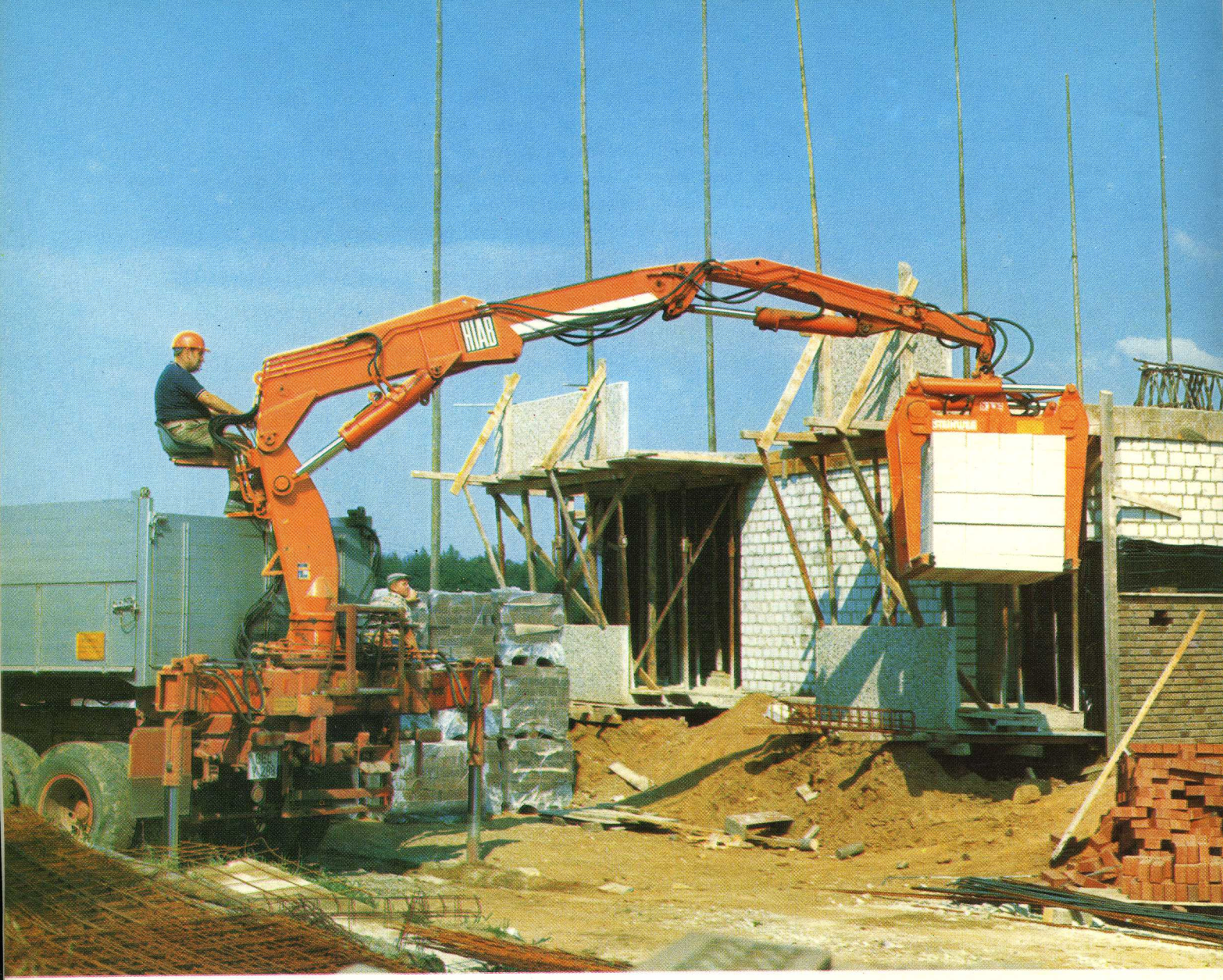
Keelhauling — Modern Style

Leif Olsson, who lives on an island outside Gothenburg, has specialised in moving boats. And with the rapid growth in the number of pleasure craft these days he can expect to keep pretty busy. His trucking firm has four rigs, and two of them are used solely on boat haulage. He does his loading either with a HIAB 174 mounted on a detachable bracket, which can be used on two of his trucks, or with a HIAB 560 mounted behind the cab of a tractor truck pulling a semitrailer.

"Most modern pleasure boats aren't particularly heavy," says Leif Olsson, "even if the sailing craft have a leaden keel weighing a ton or so and the motor boats often carry a heavy engine. Most of them weigh around two or three tons — and even a four-ton boat is an easy lift for our big loader.

"So it isn't the weight that's the problem — it's the height. Even a moderately sized sailing boat is three metres tall when you stand it on its keel, and you have to lift it at least another metre before you can set it onto a semitrailer. So above all it's the big reach that makes the 1560 so valuable to us. We seldom need the whole of its lifting capacity, any more than we need to use the full payload of our trucks and trailers. Our semitrailer can take 11 tons, but we've never moved a boat weighing over 10 tons. So the fact that the big loader, with its support legs and the rest of its gear, adds three tons to the weight of the truck makes very little difference to us — we normally don't use even half the payload in any case."

Leif Olsson gets to see quite a lot of Europe through his boat-hauling business. Only an hour or so after "Method" talked to him late last autumn he set out from his Skagerrak island with two sailboats destined to an exhibition in Genoa on the Mediterranean. He calculated that the trip would take about a week — and on his return he was scheduled to deliver two boats to Austria. After that, the boat shows of all Europe come hard on each other's heels, and Leif is booked to transport Swedish boats to almost all of them. And when the exhibition season is over things get really hectic in the boat business — delivering new boats to eager buyers. At such times, Leif Olsson has to use all four of his trucks exclusively for boat haulage. ■ 1



Standard for Sandstone

One aspect of rationalisation in the building industry is a massive trend towards larger units on the transportation side. It holds good for single housebuilding jobs as well as the big construction projects. The trend imposes an increasing burden on the handling equipment — entailing plenty of tasks for the HIAB 1560.

In Germany, calcareous sandstone brick is a very common building material — but a very awkward one to handle. The maker delivers it in stacked parcels measuring 1.70×0.96×1.05 metres. These parcels, which are not tied up, weigh between 2.2 and 2.8 tons, depending on whether the bricks are hollow or solid. The parcels are kept together during handling by a specially designed grapple with a rotator, having a total weight of some 700 kg. So there are sizable weights to be lifted — but for the HIAB 1560 it's no problem. Which is why this loader has become virtually standard equipment for handling these sandstone bricks.

The outfit pictured above belongs to Firma Steels of Wachtendonk, West Germany. The rear-mounted Hiab can load and unload both the tractor-truck and any trailer it may be pulling. Another alternative — also very common in the trade — is to mount the loader centrally on a semitrailer. Frequently, too, the platform is equipped with hydraulically operated flaps and dividers, which compress the brick parcels so as to hold them together during the haul. ■ 2

Prefabricated concrete units — beams and so on — are being used on an increasing scale, particularly in industrial building. This makes it necessary to have on the building site a crane that can handle these weighty loads — unless the delivery truck is equipped with a HIAB 1560, like this one in Spain. (Right)

The trend towards bigger unit loads is by no means confined to the construction industry. Reifen-Holert, of Geesthacht near Hamburg, is a firm engaged in retreading tyres. Nowadays, containers are used to transport both the retreaded tyres leaving the plant and the incoming supplies of old and treadless carcases. The firm has two HIAB 1560s to handle the containers. Both of them are rear-mounted on their trucks, and they have no trouble loading and unloading the eight containers which these truck-and-trailer outfits carry on each run. Since the driver does the whole job unaided this must be one of the fastest and absolutely cheapest ways of handling containers. ■ 3

Beams and Containers

On the Palmivoire plantations, just as on the Nam Heng Estate, the oil-fruit is collected in a net that is hoisted by a HIAB 245 ...

... but the net is emptied by an electromagnetic mechanism in the hook which releases three of the corners.

A Method on the March

Palm-oil is produced in many parts of the world — among them Malaysia and West Africa. One of the most important stages in production is the gathering of the ripe fruit and its transportation to the mill. The fruit has to be handled gently and rushed to the mill fast — or quality suffers. Harvesting therefore involves a handling problem, which has grown in step with the spread of the plantations and the improvements in their yield.

The problem has been solved in the same way in West Africa as in Malaysia — and it's no coincidence that the Hiab Method is used in both places. Readers may recall an issue of "Method" (No. 16) which described how the Nam Heng Estate in Malaysia had used the Hiab Method to achieve faster, cheaper and — above all — gentler handling of the perishable oil-fruit. The procedure adopted was that the plantation workers deposited the newly harvested fruit in nets laid out on the ground alongside a road. The nets were collected by a Hiab-equipped truck. Eyes at the four corners of the nets were attached to the lifting hook of the loader — and the whole affair was lifted onto the truck deck. With this simple equipment the Nam Heng Estate had realised big savings of time and labour in its harvesting operations and had substantially reduced handling costs.

An Idea Via France

The palm-oil industry on the Ivory Coast was facing the same kind of problems with loading and with fruit damaged by handling. The biggest palm-oil company in the country, Palmivoire, owns numerous plantations and mills — and the latter also process the harvests of many independent growers. In its quest for ways of mechanising and simplifying the laborious work of loading the firm sent an enquiry to the trading company of Massiey et Ferras in Abedjan, whose machinery department received word from SDIM, Hiab's general agent in France, about the solution that had been described in "Method". Palmivoire snapped up the idea and decided forthwith to give it a try-out.

The company provided itself with nets and — as a starter — equipped a number of its 500 or so lightweight trucks with HIAB 245 loaders. To mechanise and simplify the job still further Palmivoire has developed the method and furnished every loader with a specially designed lifting hook which, by electromagnetic means, can be made to release three of the four corners of the net when the contents are to be discharged onto the truck deck. This gives a worthwhile saving in time, since the driver himself can empty the net without having to leave his post at the controls.

The experiment was a great success. Careful calculations show that Palmivoire, thanks to the new equipment, is saving substantial sums every year. So it's not surprising that the firm should have decided to press on with its mechanisation

HIAB in the New Africa

Palmivoire also has a well-equipped service truck that is used for the irrigation systems of the plantations. These systems are constructed of 6-metre pipe sections which are handled by a HIAB 950.

and has placed a big new order for HIAB 245.

Weight Without A Wait

So far, net-loading is being used only on Palmivoire's own plantations — but the harvests collected from independent growers are also loaded by the Hiab Method. In this case the fruit is piled on the ground at the roadside and loaded by a HIAB 245 equipped with a grapple, resembling the "baskets" widely used for loading such crops as sugar-beet. And here again, the firm has seized a chance for further rationalisation, building into the attachment of the grapple a scale which shows the weight of every lift. This affords a simple yet reliable means of registering the tonnage supplied by every grower — and without any extra handling. 4

Of the many African nations that have won their independence in the decades since the Second World War, most have so far been white patches on Hiab's world map. Their economy, and in particular their transport apparatus, has not provided scope for applying the Hiab Method as effectively as in more industrialised countries. A further point is that Hiab loaders have been in more or less short supply practically throughout the time since they first went into production a quarter-century ago. It's only a year or so since the 100,000th loader came off the line, and almost every one made so far has quickly found a buyer in areas where the need was greater.

But progress is moving fast in many parts of the new Africa. Business and commerce are becoming differentiated; production in the traditional trades is being expanded and rationalised. That means it's time for the Hiab Method. In the article appearing opposite, we related how the Hiab Method is being applied on the oil-palm plantations of the Ivory Coast. But that's far from being the only example. The "copper belt" of West Africa has long had a considerable mining industry. And so, in Zambia, you find some 150 Hiabs at work, most of them handling the heavier goods — machine components for the mines and so on. Between Zambia's capital Lusaka and the town of Livingstone lies the great sugar plantation of Mazabuka, with an annual production of 42,000 tons of sugar. The people there consider that the Hiab Method is the best solution so far to the problem of mechanising the handling of sugar-cane and they are now preparing the mounting of HIAB 550 with grapples on tractors.

In Tanzania, the transport authorities in the capital, Dar-es-Salaam, own six HIAB 245s. And the cotton plantations and forestry undertakings in many parts of Africa are beginning to handle their products by the Hiab Method.

14 More Minutes in an Hour

In the aerial fertilisation of maize fields in Zambia they are planning to load their aircraft by the Hiab Method using the same principle as was described in an earlier number of "Method". The result will be to get 14 minutes of effective flying time into every hour. The resultant savings will pay for the loader equipment within three months.

The Hiab Method is currently being introduced all through West Africa — from Mauritania and Senegal to Gaboon, Cameroun and the Central African Republic. In Zaïre (the former Belgian Congo) it's already a familiar feature of the copper industry. So the few remaining white patches on the Hiab map are fast disappearing, and in coming numbers of "Method" we shall assuredly have plentiful occasion to report on the peaceful conquest of the new Africa by the Hiab Method. 5

Fighting Oil and Water-pollution

One of the most useful items in the equipment of coastguard vessel Tv 012 of Malmö is a HIAB 550. Its main job is to launch and recover the fast work-boat that is carried on the rear deck and finds its chief use in fighting oil. The booms used to enclose oil slicks are also lifted by the Hiab.

Water-pollution can be a problem not only in highly industrialised metropolitan areas but also among the small towns in the countryside of Thailand. But the latter's problems are easier to solve. The pollution is dealt with by cleaning up the canals so as to set the water in motion. The dredging is done with the simplest equipment imaginable: a HIAB 560 mounted on a pontoon and fitted with a grab. It proved to be such an effective approach that several other towns have turned to Hiab for equipment of the same kind. ■ 6

New Method of Lighthouse Service

The service crews of the Swedish Shipping Administration check over the lights of the navigation channels at least once a year. Among other things they make sure that the solar valve (in front of the man's face) is still in working order. It nearly always is, even though most of these valves have been in service since the Second World War.

Transferring a number of gas cylinders weighing over 100 kg to a small rowing-boat in the open sea is a tricky business. But getting them ashore onto slippery rocks and then humping them a hundred metres or so up steep cliffs to the lighthouse where they're to be installed isn't any easier. And yet that's how the Swedish Shipping Administration has refilled the gas supplies in the lighthouses along Sweden's coastal shipping lanes ever since Gustaf Dalén's invention of the solar valve and the flasher at the beginning of this century put gaslight on the map as the mariner's guide.

The Swedish inventor's simple and reliable appliances — there are specimens that have been functioning faultlessly for more than fifty years — have every prospect of going strong for a long time to come, but the old method of changing the acetylene tubes is being phased out now that the Shipping Administration has bought itself a modern lighthouse-service ship equipped with a HIAB 550. The new vessel, christened "Klipparen", is a shallow-draft Sea-Truck strongly reminiscent of a landing-craft. At all the

Aboard the "Klipparen", the new service ship, the Hiab Method has been brought in to help in handling the acetylene cylinders. In consequence, a job that used to be laborious and hazardous has now become much easier and faster and above all safer.

lights it visited on the day when "Method" went along the ship was able to tie up right alongside the lighthouse or else drop its bow ramp onto the rocks next to it. The old ship's boat, which bore clear traces of many a rough passage during the hard days of the old method, was there on board but was never needed.

"There are lights so awkwardly sited that we can't get alongside even with this ship, which only draws 80 cm, though they aren't many", says Klipparen's skipper, Captain Hugo Görling. "But even so, we can use the Hiab to transfer the cylinders to the small boat, which helps a lot.

"The largest lights have two dozen gas cylinders, and since we couldn't take more than three or four at a time in the small boat it used to take us a whole day to service one of them. The smallest lights have two cylinders, but most of them have between six and ten, which meant doing at least two round trips in the rowing-boat. And if there was the slightest swell, lifting the cylinders ashore was a real chancy business. Some of the lights you could only approach when the sea was dead calm, or all but. And even after you'd got the cylinders ashore it was a risky job. When a 100-kilo steel cylinder got loose and came careering down the rocks your life was in the balance — and such things could easily happen.

"Now that we handle the cylinders with the loader and its winch we don't have to take such risks, which strikes me as the best thing about this equipment. Besides that, the work's much lighter. We hardly ever need to shift the cylinders by hand. If the loader can't reach, we set up a block and tackle on the lighthouse and then use the winch to haul them up. We lower the empty cylinders down to the boat in the same way. If it's steep you need a rope to keep the speed in check.

"We save an awful lot of time, too, of course, though it's hard to say how much. It varies a great deal from one light to another. On the average we find it easy nowadays to deal with five or six normal-size lights in a day if they're not too far apart. In the old days we couldn't manage more than two, or three at the most, if we were obliged to ferry the cylinders from ship to shore in the rowing-boat. ■ 7

New Brooms in Kent

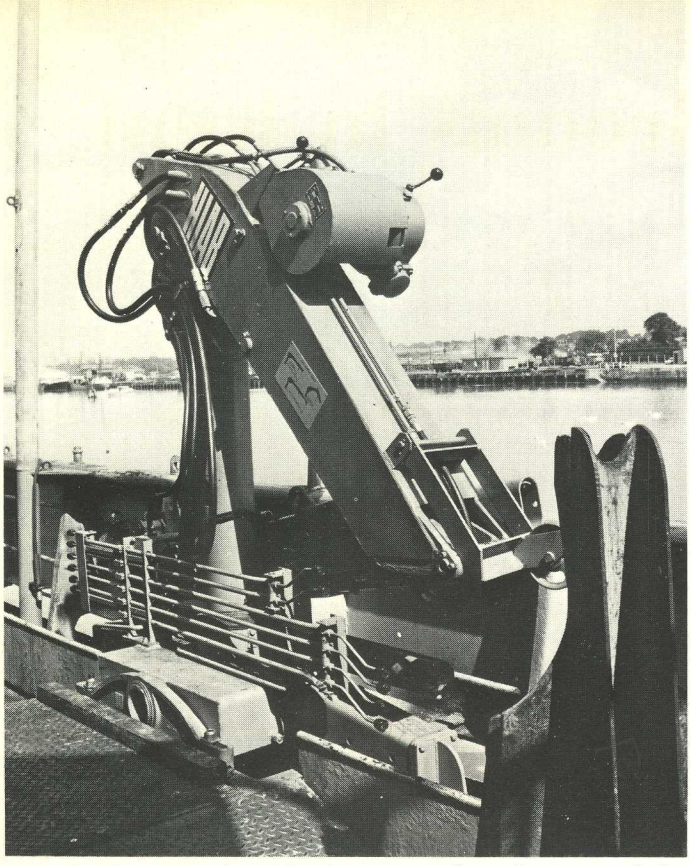
The wood that goes into more than half the brooms and brushes used in the homes and factories of England is made at the Kent Woodware Company Ltd. of Hawkhurst, The firm buys the bulk of its birchwood as standing timber, and fells about 200 hectares of young birches a year. The timber is trucked to the mill from the woods of Kent and Sussex. Since the firm began using the Hiab Method for loading, its transport costs have gone down by half.

The loader equipment is a HIAB 560 with top-seat controls, a round-wood grapple and a rotator. It's mounted behind the cab of a 22-ton six-wheel Marshall lorry.

"The Hiab Method has outdone our wildest expectations," says the firm's Managing Director, *James Dunlop*. "Before we bought the crane two men could manage to load and bring home about 20 tons in a working day. Now, one man can get through 50 tons a day without difficulty. It's a fact that one single man, the lorry driver, can load up 12 tons of birchwood in 40 minutes. To do that he has to average four lifts in three minutes — i.e. a lifting-cycle time of 45 seconds.

"We make bits of wood in every shape and size the brush manufacturers can think of to stick straw and bristle in," Mr. Dunlop goes on, "and that means about five million pieces a year. About 10% of our production is exported, mostly to the Mediterranean countries, though some of it goes as far afield as Mozambique and Mauritius." ■ 8

It used to take two men a whole working day to load up and bring home 20 tons of birchwood. With the Hiab Method the driver can manage 50 tons in a day by himself.



Four winch-equipped HIAB 550s, mounted on the stern of the "Ole Wirum", handle the ship's "artillery" — double-barrelled gas-guns.

After lifting the guns from their cradles on board the loaders are able, thanks to their hydraulic extensions, to lower them right to the water surface without any hazardous swinging.

Four Loaders for "North Sea Artillery"

The "Ole Wirum" is a 500-ton Norwegian ex-trawler which has no less than four winch-equipped HIAB 550s on board. The vessel has been converted for seismic surveys of the seabed and is chartered by the British company Seismograph Service Ltd. for oil prospecting in the North Sea.

The primary job of the Hiab loaders is to handle the "gas-guns" that are used to produce the powerful sound waves that are the tools of the survey. The gas-guns are rubber-covered cylinders arranged in pairs, and each of these "double-barrelled" units weighs nearly 700 kg. Four of them are hoisted by the loaders and lowered by winch to a depth nine metres below the surface. A mixture of oxygen and propane is detonated in all eight cylinders at once, making a bang that releases more than one megajoule of energy. As a comparison, the explosion of one kilo of ordinary dynamite releases about four megajoules. The charging of the gas-guns is controlled electronically, and they are fired once every seven seconds. At that rate the ship can do 96 shots per nautical mile. The echoes from the bottom are recorded and later interpreted by a shore-based computer.

The gas-guns give more precise recordings than dynamite, besides which the shots are completely harmless to fish and other marine organisms. When dynamite is used for surveys of this kind a fisheries inspector must be present on board, but with the gas-guns this is unnecessary.

No Swinging

Before the Hiabs were acquired the gas-guns were handled by fixed davits. And even if this equipment was capable of a quick job, needing only two or three minutes to lower or recover a gun, the Hiab Method is still faster. However, the biggest drawback with the old method was that the tip of the davit was high above the water-line, so that the guns hung by a relatively long rope. This enabled them to swing widely, so that they threatened to strike the ship's side. Since the surveys are carried on even in gale-force winds there was often grave danger of damage both to the guns and to the ship.

Thanks to its hydraulic extension the Hiab loader can lower the gun almost to the water-line before it begins to pay out the rope. This almost entirely eliminates the dangerous swing. A further advantage is that all four Hiabs are operated by one man.

The oil pressure for the loaders is supplied by a hydraulic pump which in turn is powered by a small diesel engine. The loaders have also proved to be very handy when the "Ole Wirum" calls at small ports in Scandinavia and elsewhere on the Continent to replenish its supplies and pick up equipment. Such places seldom have suitable crane equipment, but with its Hiabs in action the ship can make a quick job of loading.

Seismograph Service Ltd. is part of an American organisation that is the world's biggest seismic-survey outfit. It selected the Hiab Method for this particular task partly on account of the specifications and performance figures of the loaders, but also, and chiefly, because the service and spare-part supplies are well developed throughout the Western world. ■ 9

600 % More Efficient Tyre Service

Mounting Hiab loaders on its service lorries has enabled Booth's Tyre Service Ltd., of Nottingham, England, to realise a drastic reduction in the time it takes to change tyres on contractor's machinery. In many cases productivity has been raised by up to 600%.

Booth's business is providing tyre servicing to contractors. The firm has workshops and stores in Cardiff in the west, Birtley in northern England and Sommercotes near the head office in Nottingham. A fleet of twenty Fords and Bedfords, all equipped with a HIAB 550, work from these bases. The company has employed the Hiab Method for many years now, and has developed it to perfection by a series of special hydraulic appliances, including jacks and tools for detaching wheels and tyres. All these appliances are powered by the pump of the Hiab loader and are operated from an extra set of valves located above the regular loader valves. So these loaders have eight levers instead of the standard four.

With this equipment the driver of the lorry, working on his own, can change a tyre on a Caterpillar 657, for example, in 1½—2 hours. That's a job which would otherwise occupy two men for 2½—3 hours. It works out to a time saving of no less than 83%.

Complete Units

Each of the firm's Hiab-equipped trucks is a complete self-contained tyre-service unit. It can cope with tyres up to 37.5×39 in size and weighing 1,300—1,400 kg. The driver can change them on site, without needing any help. The Hiab loader is used to lift off the old tyre and to put the new one on. The tyre is pressed into place using the hydraulic extension.

All the units in the Booth fleet are equipped with two-way radio that can be tuned to the customers' frequencies to ensure the fastest possible service. The firm has also specialised in providing service to major civil-engineering projects and quarry companies. For these customers Booth's will field a working force comprising not only a Hiab-equipped service lorry but also a van used as a store for tools, materials and accessories, a caravan for the personnel and a complete stock of spare tyres for all the machines on the site. With these resources always at hand and manned round the clock if necessary, idle time for the contractor's costly machinery can be held to an absolute minimum. ■ 10

Two Trucks in One

By using two different bodies on the same chassis, Dunlop's branch in Exeter, England, can make full use of a truck that would otherwise surely be idle two days a week. For transporting and handling large tyres for contractor's machinery the firm had to have a truck with a Hiab loader and a conventional deck. But such tyres aren't delivered every single day, and the deck is not particularly suitable for transporting car tyres. So the deck has been made detachable, and can be replaced by a covered van body on the days when the truck is not in use for the big tyres. There's plenty of room for the Hiab loader between the cab and the van body. The combination has proved so profitable that Dunlop plans to procure outfits like the one at Exeter for other branches as well. ■ 11

Crothers Ltd., of Ontario, Canada, supplies and services construction equipment. It recently purchased three huge Freightliner tractors which it uses for deliveries and on-site service. Each is equipped with a HIAB 950, employed in loading and unloading Caterpillar tracks, engines and other heavy components transported on the two trailers — "pups" — that make up its train. The loaders have substantially shortened down time and thereby reduced the maintenance costs of the firm's customers. Prime factors that led Crothers to choose the HIAB 950 were its dependability and compactness and the ready availability of parts and service. And Crothers drivers like it for its smooth, simple operation.

Method Hoists

90 Tons of Gravel an Hour

The little coastal vessel "Elsa" is specially equipped for transporting gravel by water in the neighbourhood of Stockholm. Her hold can take a load of 90 tons — which her two-man crew discharges in less than an hour using a HIAB 950 and a clamshell grab. Anyone wondering why she's dumping this particular load in the sea might like to know that "Elsa" is here seen outside the big new sewage-treatment plant at Himmerfjärden, south of Stockholm. The discharge line runs in a trench directly beneath "Elsa", and she's covering it with gravel brought from a quarry a few miles away. ■ 13

On Tug and Sea-Truck

The m/s "Bull" is Stockholm's newest and largest harbour tug, and like all the newer units in Transportbolaget's tug fleet it's Hiab-equipped. A HIAB 550 is used to ship supplies, both for the "Bull's" own use and for the ships it assists. A freighter might save a trip to the yard and perhaps a day in port if the "Bull" fetches some engine components from a yard and transfers them with its Hiab loader while the ship is loading or unloading. The vessel on the right is also a frequent sight in the port of Stockholm. It's the TV 041 — one of the latest additions to the Coastguard's oil-fighting fleet. The loader, a HIAB 550, is used for handling the oil-destruction equipment and also, as in this picture, for launching the fast ship's boat. ■ 14

Heavy Pipes in Trieste

This outfit, based in Trieste, was specially built to handle heavy-gauge steel line pipes for water and gas. It's a Unimog 416 with a HIAB 550 and double support legs. The loader has a rotator and a special grapple which can manage pipes up to 600 mm in diameter and weighing 1,700 kg. Yet the actual grapple only weighs 190 kg. ■ 12

Hongkong's Long Tongs

The building trade in Hongkong is having great success with the Hiab Method. In this picture we see two loaders handling building materials for one of the largest residential building projects in Kowloon. And, like their brethren elsewhere, Hongkong construction men have discovered that a Hiab will not merely off-load a steel beam, for instance, but will even put it right into its final position in the building.

Loading Containers

One of the largest transport companies in Singapore, Inter-modular Transport System Division, has recently equipped one of its semi-trailer tractor-trucks with a HIAB 950. The powerful loader is used for such jobs as loading and unloading containers fitted with an opening roof. The new loader has given such a good account of itself that it should not be long before it is joined by more. ■ 15

New Loader to an Old Firm

The HIAB 950 is a popular loader in the West Indies and Central America, where you see it at least as often as the HIAB 550. But it's usually mounted on larger trucks than this one. It belongs to Kingston Industrial Agencies, which believe it or not is the world's oldest Ford dealer.

A Loader for Far-reaching Builders

Firma Weitzlar, of Goldhauser, West Germany, has provided itself with an efficient and highly mobile crane by mounting a HIAB 1560 on a semitrailer tractor-truck. Weitzlar mounted a control platform on the loader body and lengthened the control levers. From his high platform the crane operator has a good view of the workplace. The four-part telescopic extension on the outer boom enables the crane to reach far out over big sites and to discharge building material in one sweep from the transport vehicle to the point where it is to be used. ■ 16