

Flying Flanges Project Cargo

Business Profile

Vard Promar S.A., part of the Fincantieri Group, is one of the leading shipyards in Brazil and a shipbuilder of worldwide importance in the offshore vessels market and specialized vessels in the oil and gas, oil production and service industries.

Business Challenge

Air freight two 3.9 diameter flanges through a 3.4m air cargo door in order to transport them from Finland to Brazil.

Business Challenge

What do you do when two flanges of your bow thrusters were not ready in time to join the rest of the cargo on the sea freight voyage from Rauma, Finland to Suape, Brazil? You need to air freight them so they arrive on time. But how do you fly two units which are 0.5m high, but have a diameter of 3.9 meter each? Sure, you can arrange an Antonov Charter and pay the expensive cost for that ... or you can, of course, call the project cargo experts at Logistics Plus (LP).

Logistics Plus® Solution

Reliable, cost-effective transportation while building custom cargo saddles to accommodate the necessary air cargo requirements.

Logistics Plus® Solution

As a first step a tender was put out to various airlines and it quickly became apparent that the Cargolux B-747 freighter flight from Luxemburg to Sao Paulo was actually the only airplane that could possibly accommodate the cargo.

Results

- Successful transportation
- Arrived on-time for installation
- Half the cost of the next best offer

But the challenge remained: how do you fit two items of 3.9m diameter through a 3.4m wide door? The answer: you build a saddle to tilt them. But that's easier said than done, as Cargolux had a maximum height limit of 2.98m as well.

As there was no time to lose, the LP team decided to "go for it" and the cargo was shipped on its first leg from Rauma, Finland to Antwerp, Belgium by a roro carrier. At the same time the LP Antwerp team worked hard with its packaging partner to design a saddle that would bring the total outer dimensions within 3.9m long, 3.4m wide and 2.98m high.



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Logistics Plus® Solution (Continued)

A proper design was found and sent to Cargolux for approval. Since there was no time to wait for feedback, production of the saddles also started.

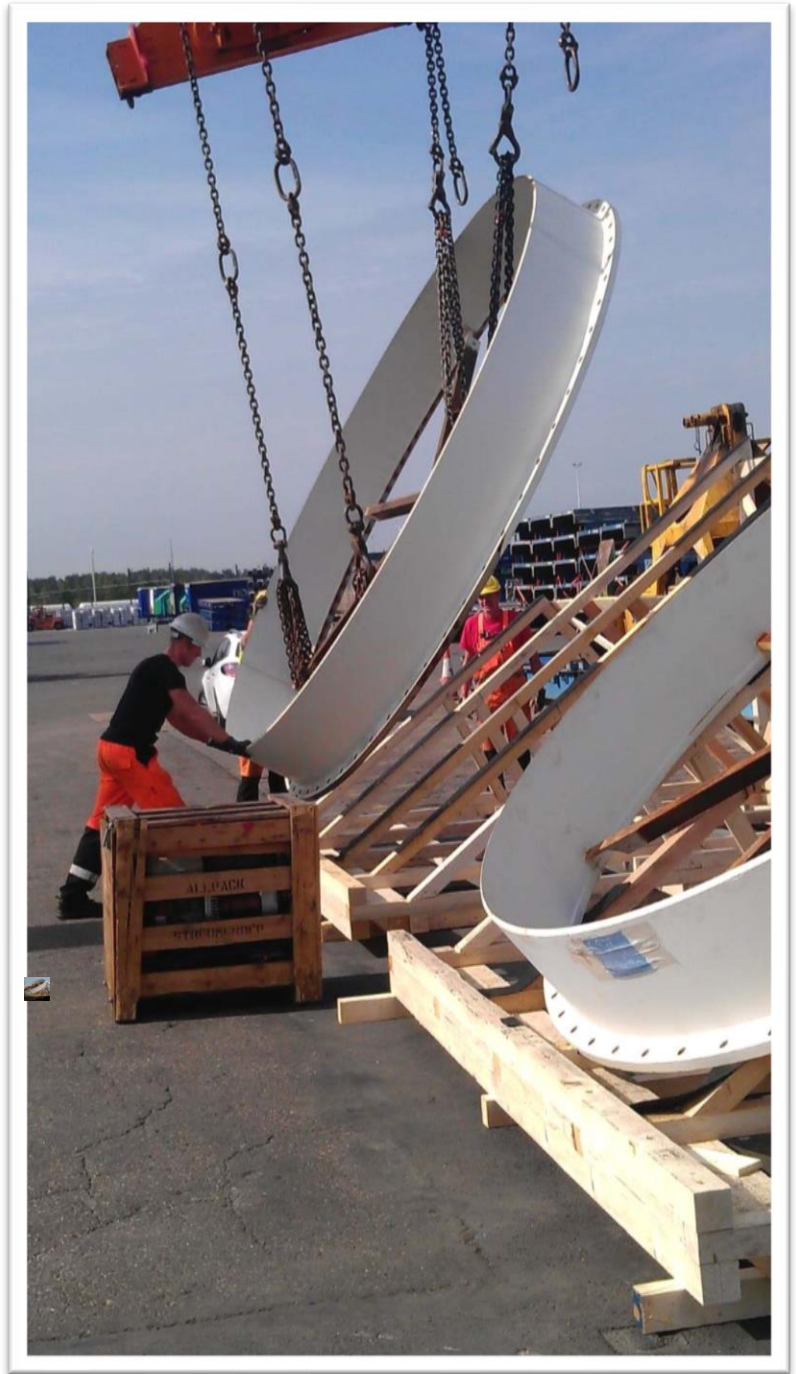
With cargo already having arrived in Antwerp, and the saddle close to completion, there came another surprise however: the total height had to be reduced another 6 centimeters to allow for the airline pallet.

Once again, the LP Antwerp team went to work overnight to create a new solution. The next day they proposed a modified design to the carrier which was approved. That same day the saddle was modified to meet the new requirements.

The next day the cargo was loaded to the new saddles and trucked from Antwerp to Luxemburg where it was successfully loaded to the aircraft that same night. The shipment arrived in Sao Paulo the next day in perfect condition. From there the flanges were delivered to the shipyard, its destination, by local truck transportation.

Results

As a result of good planning and smart transport engineering, Logistics Plus managed to deliver this client's two critical flanges from Rauma to Suape in time for their scheduled installation. The cost ended up being less than half that of the next best offer they had received from other logistics providers.



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