



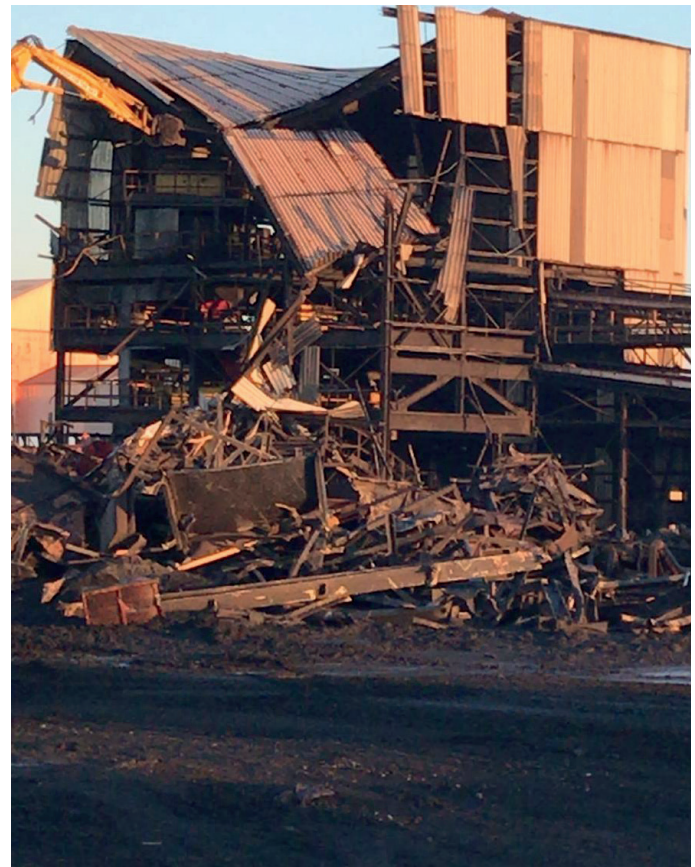
RON HULL GROUP

## Redcar Bulk Terminal.

**Ron Hull demolition limited** was contracted by RBT to remove redundant conveyor systems at the above incorporating several transfer towers, drive towers, two 100m lighting towers and two stacker/unloaders weighing 350t each. The programme period for demolition and site clearance was 12 weeks, the contract was completed in 7 weeks.



There were several constraints whilst undertaking this contract, the site was a live distribution site consisting of thousands of acres holding hundreds of thousands of tons of materials which was added too or removed daily 24/7. This was logistically challenging because of the volume of lorries running on live roads under the redundant high-level conveyors to be demolished, there were also daily cargo trains to be loaded adjacent to our site works.



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Daily co-ordination meetings were held between Ron Hull & RBT management to overcome these problems. Out of hours working was employed to minimise disruption during road closures for removing sections of conveyors oversailing roads. There was also a section removed from above live services feeding existing plant. All these sections were removed by tandem lifting by 300t & 250t cranes, the remaining sections were demolished by 70t high reach machine equipped with steel shear.

The top 40m of the two lighting towers were removed by one of the cranes, operatives accessed the towers by 85m boom to hot cut the structure to enable removals. The remaining 60m was removed by hot cutting two of the legs before toppling by a 42t demo spec excavator.

Processing of steels was ongoing by 70t demo spec excavator equipped with a 7t hydraulic shear.

The two stacker/unloaders boom and counter balance at super structure level was de-constructed by the 70t excavator and shear eliminating the need for operatives working at height. The super structure and base were then toppled by the excavator for further processing by machine & hot works operatives.



### **Methodology for demolition & removals of Stacker/Reclaimers.**

1. An exclusion zone was created to facilitate the removal of the concrete ballast weights.
2. A 70t demolition rig equipped with hydraulic shear was utilised to remove the concrete ballast at the rear of the unloaders.
3. A stockpile of muck was placed beneath the ballast weights before removal works commence.
4. A section of conveyor was removed for access of the 70t machine into the exclusion zone.
5. The 70t machine sheared through the bracings at one side of the ballast, the ballast weights hang down on the bracings on the other side, these were then cut by the shear, the ballast weight and frame now fall onto the stockpile of coal muck at ground level.
6. A 30t machine split the ballast segments and carried them into the CDM area.
7. The 70t machine now re-positions adjacent to the boom firstly cutting boom ropes, the boom then lowers onto stockpile of coal muck.
8. The 70t machine now shears through base of boom, the boom is then placed to one side for further processing by hot work operatives.
9. The upper structure was then spun 180 degrees by the 70t machine so that the cantilever section is in the CDM area, the 70t machine now removes part of the cantilever section with the shear attachment.
10. This section was placed to one side for processing.
11. The internal legs are pre-weakened by the excavator to aid the toppling of the stacker and base.
12. The 70t excavator now grabs the remaining cantilever section with the shear attachment and pulls the structure over onto its side.
13. The structure was then safely processed by the 70t excavator & shear without the need of putting labour at height to work.

A total of 2,900t of steel was processed throughout & transported for recycling by our own transport.

