



The appearance of these partially assembled, state-of-the-art, super-post-Panamax machines — the largest of their kind in the maritime industry — represents "a significant milestone in our preparations to handle the larger vessels that will be transiting through the new and improved Panama Canal in 2014," said Mark Schmidt, Ports America Chesapeake's Terminal Manager — Facility.

With the new and improved Seagirt Berth 4 in its arsenal, Baltimore becomes one of only two East Coast ports able to handle larger ships that will be making their way through the Panama Canal.

Expected to be operational by September, each new, 1,550-metric-ton crane can reach 206 feet across a vessel to handle rows of 22 cargo containers — four containers more than existing cranes. In addition, they have a working height of 140 feet, which represents a 30-foot improvement. "They will have a drive system that is web-based for quicker trouble-shooting and observation," Schmidt said. "They will also have a higher lifting capacity to allow for heavy boxes to be discharged."

The cranes, which together cost \$40 million, are one part of a host of big-budget improvements that have been taking place at Seagirt. As the result of a unique public-private partnership with the Maryland

'Work Horses' Join Seagirt's Powerful Team of Cranes

When the four new additions are operational in September, Seagirt's four berths will have 11 cranes at work. "This allows for significant throughput increase and for 14,000-TEU [Twenty-foot Equivalent Unit] vessels to arrive," said Mark Schmidt, Ports America Chesapeake's Terminal Manager — Facility.

Berths 1 through 3, which have a 45-foot draft, utilize seven post-Panamax cranes, including three with dual hoist. Twelve rubber-tired gantry cranes support all four berths.

Schmidt added that the new cranes, each with a 50-long-ton capacity (65-long-ton twin pick or 85-long-ton with cargo beam), "will become the work horses for the terminal."