

OVERSIZE NEWS

FL Nuclear Plant Outage Perkins Delivers Overnight

When a nuclear plant supplier needed *"Absolutely, Positively"* assurance for their outage at a nuclear power plant, they turned to **Perkins Specialized Transportation Contracting**.

Since the power plant was located on an island, hauling to the site would require crossing a mile-long causeway bridge. *Several firms were contacted to haul the 110-ton component, but none could obtain hauling permits.* When Perkins got the call, the supplier had been convinced that only a costly and time-consuming hauling/barging combination effort would work.

But within a few weeks, Perkins gained the approval of FL DOT for crossing the long causeway bridge with the heaviest load and was hired to move both the new Reactor Vessel Head (85 tons) and a new Pressurizer Vessel (110 tons).

Schedule mandated separate shipments by chartered air cargo plane—an Antonov AN 124. The huge Russian-built jet would need to land at Orlando International—some 160 miles from the destination—because of runway length.

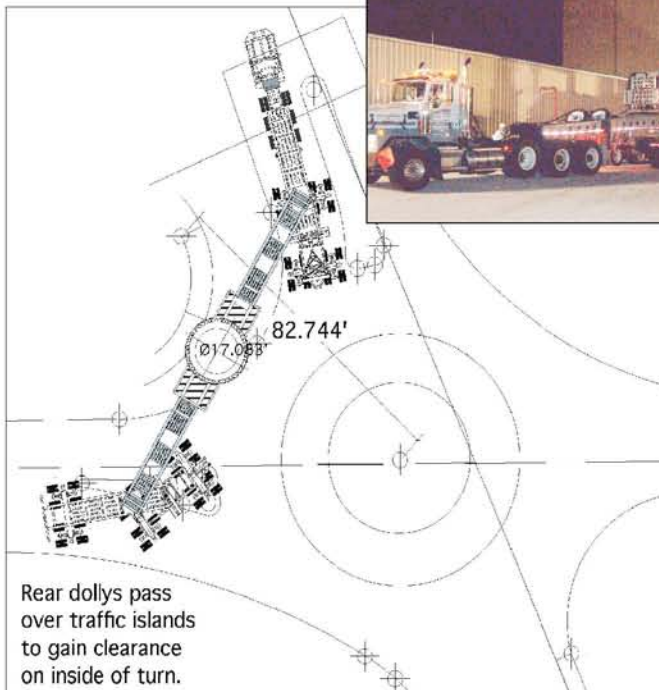
The new RV Head arrived and was safely unloaded to the Perkins Transporter. The following evening, FL Highway Patrol, DOT and plant officials watched the massive transporter make its way toward the plant. The 168-mile trip included city streets, US highways and over 90 miles on I-95...all safely executed using "Rolling Roadblocks" professionally coordinated and implemented by FL Highway Patrol Troop D under direction of Lt. Mike Roden.



Though the crossing of the causeway bridge itself would pose no challenge for Perkins Dual Lane, 24 axle transporter, the newly installed traffic circles on either end of the

bridge seemed to many an insurmountable hurdle. But field measurements, AutoCAD layouts and fully steerable equipment made short work of the two difficult turns. The real challenge came unexpectedly, however, when weather delayed the second plane by a day.

Could the Perkins team get the plane unloaded on Sunday afternoon and hauled that night to meet a Monday AM delivery schedule?





"Execution Matters Most

because results are better than any excuse or alibi ever given"

Neil Perkins, President

Perkins received the vessel at 4:00 pm on Sunday, tarped and secured it and rolled out the airport gate less than 3 hours later. By 5:00 AM that morning, the express delivery was complete as the Perkins transporter moved thru the plant gate-- *only 10 hours from the time of receipt until the valuable overnight delivery was complete.*

Despite the challenges of obtaining permits when other firms could not, last minute delays, difficult turns, and a anxious customer, the Perkins team delivered two large and valuable overnight packages without incident... **because Execution Matters Most.**

Perkins' turnkey scope included providing crew and equipment to unload each component from the airplane's ramp, load it onto our massive Dual Lane Transporter and deliver it to the plant site at night. A fully engineered Rigging and Transport Plan was developed and approved for the valuable and time-critical moves.



Rigging and hauling crews being briefed on Rigging and Transport Plan by Perkins management prior to commencing work.



21035 Cambodia Ave
Farmington, MN 55024

SPECIALIZED TRANSPORTATION CONTRACTING



...when execution matters most