

Harbours



When it comes to installing foundations and quay walls for complex maritime projects, steel structures are the best solution. As a result of its unique design, the Hydrohammer® is perfectly suited to driving steel piles and essential for a successful installation. To handle these hammers, specialised piling rigs are required, for which IHC IQIP is the supplier of the world's largest piling cranes.

Driving sheet piles

For driving sheet piles, the Hydrohammer® can be equipped with sheet legs. These provide the required stability when driving sheet piles in a free hanging mode, eliminating the need for a leader.

Special solutions

Driving clutched piles is possible with a specially designed clutch sleeve. With this sleeve, the use of a follower or dolly to drive clutched piles is no longer required, making pile driving more cost-effective and efficient. The clutch sleeve also reduces the weight up to 10 t, depending on the follower length.

To prevent additional costs incurred as a result of damage to the coating of piles during pile driving, IHC IQIP can equip the inside of the sleeve with synthetic material.

Year	Project	Country	Hammer type	Pile size
2016	Haifa port	Israël	S-150 and S-90	H-beams
2016	Ice Breaker Sabetta	Russia	S-280	1,620mm
2016	IBR Terminal	Belgium	S-280	2,720mm
2016	Mayfield 7 Berth Project	Australia	S-280	1,422mm
2016	Port Said East Port Project	Egypt	S-600 and 2x S-800	2,032mm
2016	Thames Tideway	UK	S-280	1,500mm
2016	Kanaaldok	Belgium	S-500 Waterhammer	2,900 mm
2015	Green port Hull	UK	S-280	1,830mm
2015	Terminal T2 in Gdansk	Poland	S-280	1,676 mm
2015	Princess Alexia port, Maasvlakte	Netherlands	S-280	3,000mm
2015	Caland tunel project	Netherlands	S-280	2,500mm
2014	Public berths Maasvlakte	Netherlands	S-280	2,500mm
2014	Vopak Vingerpier 1	Netherlands	S-280	2,500mm
2014	Wilhelmshafen	Germany	S-120	1,500mm
2014	Nagoya	Japan	S-150	915mm
2014	Ichthys	Australia	S-90	Sheet piles
2014	Henderson Dock	Australia	S-150	1,067mm
2014	Preston Point	Australia	S-30	457mm
2013 /2014	Vartahamnen	Sweden	S-280	Several
2013	Container terminal Lome	Togo	S-150	1,676mm
2012	Southampton Berth 201 and 202	UK	S-280	1,820mm
2012	Seatank Kanaaldok Antwerp	Belgium	S-600	2,770mm
2012	INEOS Antwerp	Belgium	S-280	2,500mm
2012	Port of Harwich	UK	S-280	2,500mm
2011	BP Grain monopiles	UK	S-600	3,200mm
2011	Sohar	Oman	S-280	1,800mm and 1,500mm

