

Part of the family

WEMYSS TRANSPORT PRIDES ITSELF ON ITS SERVICE, CONSTANTLY STRIVING TO EXCEED CUSTOMER EXPECTATIONS. TO MAINTAIN ITS HIGH STANDARDS, THE BUSINESS SEEKS EQUIPMENT PROVIDERS THAT DELIVER OPTIMUM STRENGTH, DURABILITY AND PRODUCTIVITY – AND O’PHEE TRAILERS BY THE **DRAKE GROUP** CONTINUES TO ANSWER THE CALL.

Based in Lytton, an outer riverside suburb of Brisbane, Wemyss Transport is a family owned and operated business that was started more than 15 years ago. The Wemyss name has become synonymous with container transport. Since its early days, the business has been a loyal supporter of O’Phee Trailers – now part of the Drake Group – with much of the trailer fleet manufactured by the container transport equipment specialist.

Wemyss Transport operates through a wide area of Queensland, from the state’s north, to the west of Toowoomba and into down into New South Wales. Its services include container deliveries to and from the Port of Brisbane, LCL deliveries, breakbulk freight, specialised transport such as bulk

dangerous goods and oversized loads, and container storage.

The Wemyss Transport fleet has grown to over 80 pieces of trailing equipment, including side loaders, flat tops, drop decks, extendables, curtain-siders, skels, tipper skels, B-doubles, and PBS approved A-doubles and quad axle skels. Side loaders represent an important part of the business for Wemyss Transport, which operates several single and B-double BoXLoaders. O’Phee Trailers developed the BoXLoader in conjunction French crane expert BXL, using a 35-tonne side loading crane. It features sensors that monitor operational aspects such as crane arm position, stabiliser positioning and the movement of the container

and weight distribution to eliminate risk during operation.

Wemyss put its first BoXLoader into service in 2012, shortly after it was released onto the market and has since purchased several units.

When it was first revealed, O’Phee’s BoXLoader was seen as a game-changer for the Australian container handling market. Since its launch, the BoXLoader side-loader range has benefitted greatly from the steady rise in container traffic between Australia and Asia in recent years.

Mick O’Phee says there is a great deal of potential for innovative equipment like the BoXLoader in the container handling market. “A side loader is an ideal point to point delivery tool. It has the ability to reduce



O’Phee 47’ drop deck with ramps and side loader pads heading out to work.

handling and transfer costs at the port and increase efficiency along the entire supply chain. We’re excited to see how far we can go with the product,” he says. Building on the BoXLoader brand, O’Phee has further developed the product to offer a choice between the successful MultiLoader model and a Step-Over model. Last year, the BoXLoader offering was expanded even further, with the launch of the Speedloader, which incorporates speed of operation with a lighter tare weight. The new chassis design is constructed of a high tensile, 800 grade quenched and tempered steel, that offers significant tare weight savings over previous models.

Wemyss Transport director, Stephen Wemyss says that the company is committed to keeping up with the latest developments in container transport. “We aim to do everything as efficiently as possible for our customers. One way we maintain our reliability is by continually updating our equipment. We like to keep pace with the introduction of new technology, and that’s why we decided to put a BoXLoader into service shortly after it was launched. Now we operate a number of BoXLoaders as well many other high productivity O’Phee trailer models including the new design Retract-X Skel by O’Phee.”

In 2017, O’Phee Trailers revealed yet another new innovative trailer – the Retract-X container skel, which Wemyss Transport quickly added to its fleet.

The Retract-X uses the same high tensile steel as the new BoXLoader chassis frames and incorporates an innovative rigid box frame construction that is easier to extend and retract under load. It also features variable king pin and lock pin locations to suit various transport weights.

Also three B-double retractable skel combinations by O’Phee were purchased by the company over the last 12 months, with the last of this order delivered in April.

Further building on its strong business relationship with O’Phee, Wemyss Transport has an additional Retract-X skel in production along with a new release 2018 design lightweight 40’ Skel, which is due for delivery shortly.

“O’Phee is very good to deal with. We are constantly monitoring our equipment and have had very little trouble,” says Stephen. “Whenever there has been an issue, they’ve worked closely with us to ensure it is resolved.”

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Mick O’Phee, Aaron Wemyss and John Drake.



O’Phee B-double retractable skel combination ready for delivery.