

new heights

THE ALE NEWSLETTER • ISSUE 05

ALE 
SMARTER, SAFER, STRONGER

Welcome...

...to the March 2012 edition of the ALE biannual newsletter.



The Research & Development (R&D) facility has been very busy over the last 6 months. After successfully testing the second AL.SK190 crane in September last year, we fully containerised the crane and shipped it to Kuwait, to begin its first job. Personnel from the R&D division provided the rigging crew with training and also supervised the assembly prior to operational activity commencing.

The R&D division also completed the build and testing of four towers from our Mega Jack system. The towers were tested whilst working simultaneously and proved the functionality of the system as well as proving the tracking accuracy of all hydraulic cylinders to being within tenths of millimetres. The four towers are currently in South America performing three jack up operations of roof sections to a height of 30m. In the coming months we will also build another eight jacking towers for a project in South Korea that will see ALE utilise all 12 towers to jack up a 45,000te topside to a height of 27m.

In addition to this, we've also designed and built ALE's 3,000te capacity bolster/turntable set. This set will allow particularly long vessels or modules to be supported on two turntables, which offers the operators greater flexibility to negotiate obstacles. The new bolsters have already been utilised during two projects in the Middle East and have enabled us to transport pieces that would not have been possible without them.

In further equipment news, we have developed and built a modular beam system to be based in the Far East and new spacers for the SPMT and conventional trailer fleet. The spacers are used to create long trailer configurations with less axles for when relatively light but long items need to be transported. The beam system however, can be used to move items such as container cranes and modules. It is a modular system with different beam lengths that can be coupled to create the required length and also containerised for transport.

Although this has been a busy period for the R&D division, we are constantly looking at innovative solutions to solve the challenges that our clients provide effectively. Market leading systems, such as the Mega Jack and AL.SK crane fleet are great examples of that.

Ronald Hoefmans
Group Technical Director



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NEW SOUTH AFRICAN BRANCH FOR ALE

In addition to the current branches in Cape Town (1) and Richards Bay (2), ALE has recently opened an office in Johannesburg (3).

The new office will be run by Eugene Yntema, Sales Manager at ALE. Eugene said: "The expansion into Johannesburg will give us a greater reach, and enable ALE to offer a wider service in a region where we are already offering solutions to the heavylift and transportation industry."



NEW OFFICES FOR ALE

ALE's staff in Abu Dhabi have recently moved into a purpose built office in Mussafah, this move has enabled the management, operations and engineering teams to be located at the same site as the equipment due to a combined office and yard facility.



Combining the office facility, main workshop and equipment servicing area will see ongoing operational and logistical advantages enabling ALE to be even more responsive to the changing dynamics of projects and to client's needs.

Nimalan Logeswaran, Sales Manager at ALE in the Middle East said: "The purpose built office will allow us to ensure seamless project management, planning and execution by improving lines of communication and housing all personnel and equipment within easy and open access."

Further advantages are gained with the integration of the HSQE function and IT Systems and have enabled ALE to continue to improve the services on offer to clients.

In addition to the office move in Abu Dhabi, ALE's Spanish based staff are currently moving into a new office to facilitate both office staff, equipment and operators. Look out for more on the Spanish office move in the next edition.

ALE SHORTLISTED FOR ESTA AWARDS

ALE has recently been shortlisted for 6 prestigious ESTA awards including the safety award and innovation of the year. The awards ceremony will be held in Paris on 19th April.

ALE'S GLOBAL MANAGEMENT SYSTEM

ALE has undertaken a major IT project to further develop the management and efficiency of resources. This global system enables ALE to readily see live information on all our active equipment, including availability, utilisation and planning data, as well as easy access to equipment specification and certification details. This first phase of the project is already providing benefits in Europe and the Middle East and plans are in place to roll out the new system to all ALE branches.

Further phases of the project will include extending the Global Management System to encompass many other areas of the ALE business resulting in a single global integrated solution for the management and control of all projects, equipment and labour resources.

LATEST PROJECT WINS FOR ALE

ALE has been awarded the contract for the BHP Billiton Iron Ore Rapid Growth Project (RGP) 6 as part of the Jimblebar mine site development, Australia. The project involves receiving and transporting over 140 items of cargo, including 110 modules, over a 7 month period.

ALE will utilise more than 70 axle lines of SPMT, 120 axle lines of conventional hydraulic trailers, and up to 10 tractor units.

The convoys involve a significant amount of logistical planning, involving the police, traffic escort pilots, electric distribution utilities, and local municipalities. The project team will be made up of experts from ALE including project managers, engineers, and operational personnel.

In addition to this, ALE has also been awarded the contract to complete a series of works for the Chuhuk and Ektal projects. ALE's Mexican branch and ALE – Offshore Services will be working together to perform the site moves, weighing of two jackets and two topsides, load-out of piles, jackets and topsides as well as supplying the ballast pumps.

Equipment News

ALE EXPAND FLEET

ALE have recently purchased 54 axle lines of SPMT and 72 axle lines of Goldhofer conventional trailers. These additions have already been received and deployed and will strengthen our existing fleet.

In addition to this ALE has recently purchased four prime movers in Australia to complement the growing fleet of equipment servicing the Australian market. The ballasted heavy duty Prime Movers are built to ALE's design specification with the unique Australian working conditions and regulations in mind. With the acquisition of these units, ALE is well positioned to

support resource developments requiring transport of pre-assembled modules over public roads, and for long distances, to remote site locations.

NEW 3,000TE CAPACITY BOLSTERS

ALE's R&D facility have designed and built a 3,000te capacity bolster system. Compared to conventional bolsters, the 3,000te capacity set has one free oscillating ball in front and another oscillating ball with two slippers at the rear. This set up makes the load distribution in the trailers and the column statically determinate.



HSQE

Reflecting on 2011, Health, Safety, Quality and Environmental management has continued to develop and mature within ALE. This is reflected in our continuous certification to ISO 9001:2008 for Quality Management and ISO 14001:2004 for Environmental Management by Lloyds Register Quality Assurance. This was particularly evident last year when ALE's Cape Town branch became the first satellite office to be certified to ISO 9001:2008, a great achievement for an office of this size and a reflection on the hard work and dedication of the whole team.

As a group ALE also recorded its lowest

rates to date for Lost Time Incidents and Total Recordable Incidents during 2011 which demonstrates our organisations behaviour and the safety culture and attitude of all employees.

Robust and comprehensive policies, procedures and documentation help ALE implement, manage and monitor HSQE, but in essence the true measurement of improving HSQE performance is that of the changing working practices and thought processes of the employees that operate the plant and equipment in all weather conditions, in all locations and under sometimes difficult situations.

It is because of this professional and safety conscious attitude that ALE are seeing improvement. Our operators are becoming far more safety conscious, which is also being recognised a lot more by our clients in the responses we get back in our customer satisfaction surveys. Safety is not something for us to become complacent with and we urge our staff to carry on challenging, questioning and practising their safe working techniques in order to reduce the likelihood of injury. Well done for a great safety performance during 2011!

HSQE AWARD

The regional HSQE compliance audits that are carried out often help our regions to internally benchmark against each other. During 2011 ALE's Hixon branch and ALE's Middle East branch (Abu Dhabi) have done particularly well with both regions having the same, extremely low, incident rates. However with ALE's UK offices scoring slightly higher in the audit, they have been awarded the HSQE award for 2011.

The scheme introduced by Global HSQE Manager John Fitzmaurice was created to complement the formal external procedures



that ALE must comply to. The accolade requires all regions to be assessed based on the following criteria: regional compliance audit ratings during the year, progress with achieving external certification such as ISO, the meeting of targets and objectives, and evaluation of accident statistics. This recognition helps to drive a HSQE culture throughout the business so that employees in all locations and at all levels continually contribute to the improvement of standards within the organisation.

Abu Dhabi

ALE has had a presence in the Middle East for the past 20 years. The Middle East headquarters is based in Abu Dhabi and covers regions including:

- Bahrain
- Iraq
- Kuwait
- Oman
- Qatar
- Saudi Arabia
- Yemen



ALE currently employ over 250 members of staff in the Middle East region including marine engineers, project engineers, project managers, crane engineers, and a highly skilled barge and SPMT crew.

Staff based in Abu Dhabi have recently moved into a purpose built office with facilities including a workshop. This will allow for a smoother operation from the management to the repairs of equipment.

The Middle East region predominantly covers markets including power, petrochemical, oil and gas, and desalination.

One of the most recent projects for the branch has been the record breaking vessel move carried out in Dubai. Nimalan Logeswaran, Sales Manager at ALE said: 'This prestigious and record breaking movement was successfully completed by our team. Credit for this goes to the engineers within ALE who meticulously worked through the process of route preparation, trailer configurations, and interaction with naval architects, to the

operations team who delivered 418 axle lines, and 14 PPU's from eight different locations in the Middle East to the job site, and to the SPMT crew who ensured all equipment arrived having been serviced and set up ready for immediate trouble free operation. Aside from this, ALE managed to establish control of all this equipment from a single remote unit, a feat never before achieved with such a volume of Scheuerle equipment. Finally, to our valued client for working together with ALE to complete the project, to meet the growing demands of their successful business here in the UAE.'

Marine Engineering division

ALE's Marine Engineering division was set up at the end of 2010. The division based in Abu Dhabi, was created to harness the talent that ALE has across the business into one centre of excellence, making capabilities in this area accessible to ALE clients and internal offices on a global scale.

The division which is managed by Bernard Monge, General Manager covers the majority of ALE customer marine engineering and operational requirements, these services include:

- Load-out / load-in ballast calculation
- Barge stability calculations
- Mooring analysis
- Bollard pull calculation
- Sea fastening design and calculations
- Barge local deck strength
- Barge longitudinal / global deck strength
- Structural analysis and design
- Lift-on / lift-off stability analysis
- Float-off / float-on analysis for grounded and semi-submerged barges
- Launching analysis of barges and vessels using both air cushion and skid methods
- Conversion studies
- Stability booklet
- Front End Engineering Design
- Hull design
- Jacket Launching, upending analyses
- Float-over analysis
- Hydrodynamics, motion analysis
- Marine management

Project accomplishments and involvement:

- Load-out and float-off of 'Tam Dao 3 Rig' – Vietnam's first Jack-up rig weighing 9,020.14te
- Load-out of 4487.5te and 6451.0te Jackets, Vietnam
- Marine transportation of Piperacks, Majnoon Project, Iraq
- Load-out / in ballast engineering, Gorgon Project, Australia
- Load-out and recover barge simulations, Qatar
- FEED Dong Do Field Development Project, Vietnam
- Load-out of Zawtika Jackets, Oman

branch focus: case studies



WIND CARRIER TRANSPORTATION AND LOAD-OUT, DUBAI, UAE

OVERVIEW: ALE successfully completed the transportation and load-out of the "Brave Tern" Wind Carrier vessel weighing 12,000te. This vessel is the heaviest piece ever loaded-out by ALE using trailers.

SERVICES REQUIRED: ALE installed the SPMT's removing the vessel from the temporary stools from its location in the fabrication facility within Jebel Ali Freezone. The vessel was transported over 1km from the fabrication facility towards the load-out quay using 418 SPMT axles where it was

loaded-out onto a barge. The transportation was completed in less than three hours.

Once at the load-out area ALE rolled the vessel, complete with SPMT's, onto a semi submersible barge the 'Jebel Ali Pride' to continue its transportation offshore.

The purpose built jack up vessel named 'Brave Tern' is designed for the offshore installation of both turbines and foundations.



RUWAI'S REFINERY EXPANSION PROJECT, UAE

OVERVIEW: ALE has completed the first phase of work for part of an ongoing refinery expansion project in Ruwais. ALE was responsible for the roll-off / on, inland transport, sea transport, and installation of equipment including a reactor weighing 1100te, main fractionators weighing 1200te, and a 1900te regenerator.

SERVICES REQUIRED: The move from Mina Zayed seaport to site required a combination of both sea and land transport. The equipment used to complete the

transport phase of the project included up to 170 axles of SPMT, various configurations of conventional trailers, ALE's new 3,000te capacity bolsters and both the ALE300 and ALE250 barges.

To complete the lifting scope of the project ALE utilised the AL.SK190 crane, the 1,600te capacity CC8800-1 crane for tailing, two CC2800-1's and various other support cranes and equipment.



105TE AUTOCLAVE, COWES ISLE OF WIGHT, UK

OVERVIEW: ALE transported a 105te autoclave from Germany to Cowes, Isle of Wight using SPMT's and a skidding system.

SERVICES REQUIRED: ALE used SPMT's to transport the autoclave from a port in Germany onto a barge where it was transported to the port at Cowes, ALE using the SPMT axles and skidding system transported and installed the piece into its final position.



LAUNCHING OF TWO 7,100TE BRIDGES, CANADA

OVERVIEW: ALE are currently launching two parallel bridges spanning the 1,500m width of the Beauharnais canal, Canada.

SERVICES REQUIRED: The steel bridges weighing 7,100te each are being launched using ALE's skid system, and will be part of the new highway 30 in Quebec, Canada. ALE installed a recovery deflection system consisting of a mast linked by steel wires to the structure using two 850te capacity strands jacks. Each bridge has an auxiliary launching nose of 20m in order to minimize the cantilever and provide a stable operation. The bridges are being launched across the 19 bridge piles which are mostly 82m apart with the exception of the commercial crossing section of the canal which is 160m between piles. In addition to this the incline from one side to the other is up to 3% which needed to be taken into account. The equipment used for the project includes strand jacks ranging from 70te – 850te capacity, 35m high mast, 640m hydraulic skid system, and hydraulic sliding supports.



TRANSPORTATION OF AN OFFICE MODULE, HEATHROW AIRPORT, UK

OVERVIEW: ALE completed the move of an office module at Terminal 2, Heathrow Airport. The scope of work was to transport the module weighing 1,100te over 2km across the airport firstly to a temporary storage location before finally moving to its new permanent position.

SERVICES REQUIRED: The dimensions of the accommodation module were 54m x 24m x 11m. To manoeuvre a piece of this size ALE used 108 axles of SPMT to navigate the route. Due to the construction of the building ALE had to ensure that the deflection of the module base was within + or – 50mm over the 54m length of the structure. This was completed through close monitoring during the move.

Phase one involved self loading 108 axles of SPMT by driving underneath the module and transporting it from its location to a temporary storage location 500m away. The move took place after the last plane had taken off from Terminal 2 after 10pm.

Phase two began when the foundations had been transported to the permanent location, the two gates were reopened and the following two gates had been closed. The move involved transporting the module from the temporary storage area to its permanent location 1.5 km away; this involved transporting the piece across the runway.



TRANSPORTATION OF AN ABSORPTION TOWER, SOUTH AFRICA

OVERVIEW: ALE won the contract to receive and transport a 184te absorption tower from Richards Bay port to the Omnia Fertilizer plant in Sasolburg.

SERVICES REQUIRED: The tower was received onto 32 axles of conventional trailers; ALE then transported the absorption tower via Swaziland to site. Once on site ALE offloaded the tower onto support stools and beams using the trailer hydraulics.



LOAD-OUT OF QPS TOPSIDE AND JACKETS, JAKARTA INDONESIA

OVERVIEW: ALE successfully completed the weighing, jacking and load-out of two Jackets and a topside.

SERVICES REQUIRED: Quarter Platform South (QPS) included a 1,200te upper deck for a 158 person living quarters, gallery, recreational room, office, heli-deck and workshop. The 1,500te lower deck is for emergency diesel and fresh water storage and sewage treatment. The total weight was approximately 4,000te including load-out support frames and beams.

A total of 176 axles of SPMT were utilised, including 18 pumps for ballasting and 16 x 12 metre dragline boards as spreaders. The structure had to be jacked-up to one metre in order to be able to insert the SPMT's and spreaders due to its low height during the fabrication stage. A total of 16 x 600te weighing jacks were used for the jack-up operation.



RAIL BRIDGE REPLACEMENT, UK

OVERVIEW: ALE replaced a 500te railway bridge in Liverpool as part of a track upgrade.

SERVICES REQUIRED: The bridge decks which adjoined to Liverpool Sandhills Station were removed using 28 axles of SPMT. ALE integrated sixteen 100te capacity climbing jacks into the transport arrangement, to ensure height requirements over the abutment wall.

To complete the project the old and replacement bridge decks would be required to be manoeuvred around the station platform and beneath a temporary walkway bridge. ALE used various configurations of SPMT to achieve the limited space manoeuvres, ALE also had to ensure that no loading was applied to the large section of pavement that needed to be crossed, this was achieved by transporting them across bridging mats. The decks were then offloaded to high level trestles where they would then be jacked down for demolition.

The 270te replacement bridge decks which were previously jacked up to installation height in preparation were removed from the trestles using 16 axles of SPMT complete with high level trailer steelwork.



TRANSPORT AND INSTALLATION OF 364TE REACTOR AT REFINERY, ARGENTINA

OVERVIEW: ALE has executed the transport and up righting of a 364te reactor at a refinery located in the city of La Plata, Argentina.

SERVICES REQUIRED: The transport of the 39m long, 3.6m diameter reactor was carried out with the use of three tractor units and 72 axles of SPMT set up in 4 x 18 axle configurations. ALE transported the reactor 4.7km through streets and avenues within the city of Berisso before reaching the refinery.

Once on site ALE utilised a 53m high gantry system stabilised by strand-jacks. The lifting system included a 500te hydraulic lifting unit, a turntable for accurate positioning and a skidding gantry for tailing. The reactor was erected and positioned onto its foundations within eight hours.



DISCHARGE OF A COMPLETE PROJECT VESSEL, TANZANIA

OVERVIEW: ALE was contracted on a turnkey basis to discharge a complete project vessel in the rural port of Kilwa Masoko, Tanzania.

SERVICES REQUIRED: The 301 pieces of the project vessel were transhipped from the geared vessel onto barges within the estuary. The barges then completed a beach landing onto an ALE prepared landing site within the port of Kilwa Masoko. The pieces were transported to the laydown area where they were offloaded to ground or staging sets.

To complete this stage of the project, ALE utilised 2 barges, 2 tugs, 20 axles of SPMT, ancillary cranes and trailers.

The final stage of this project will see ALE reload the pieces, transport them to site and install them onto foundations.



REPLACEMENT OF RAILWAY BRIDGE, BRUSSELS, BELGIUM

OVERVIEW: ALE completed the removal and replacement of the Paleizenstraat railway bridge.

SERVICES REQUIRED: ALE utilised 12 axles of SPMT to remove the existing 160te bridge. ALE then replaced the infrastructure with two single rail concrete bridges, weighing 160te each, using various configurations of SPMT's and a support structure.



LAUNCHING 815TE PEENEBRUCKE JARMEN, GERMANY

OVERVIEW: The project was to launch a 115m long bridge in Jarmen, Germany. The bridge weighing 815te was built 20m behind the first abutment.

SERVICES REQUIRED: ALE utilised 36 axles of SPMT to position the bridge at the skidding plates installed onto the abutment. Two strand jacks pulled the bridge over the stationary skidding device in preparation for the skid operation.

Once the bridge was skidded 12m, the cantilevered front side was supported by two extra stationary skidding plates installed on a temporary structure. After 50m of skidding a barge equipped with four towers and skid plates was positioned underneath the bridge and was de-ballasted until the barge was supporting the weight of the bridge. Once the bridge reached the opposite embankment the bridge was installed using ALE's climbing jack system.



INSTALLATION OF RISER ACCESS TOWER, NORTH SEA

OVERVIEW: ALE successfully installed a Riser Access Tower weighing 800te using an innovative design for offshore installation.

SERVICES REQUIRED: ALE won the contract to install a Riser Access Tower (RAT) on the K15-FA-1 gas field. The RAT was built in sections which ALE assembled using mobile cranes. After assembly the RAT was loaded-out onto a cargo barge using SPMT's. After sea fastening the barge was towed to the installation point in the K15-FA-1 gas field. The barge was equipped with a heavy duty grillage for the skidding system; this grillage also contains the main rotation point of the upending frame and the connections for the upending strand jacks and cylinders. A bespoke upending frame was created.



LAUNCHING OF 410TE ALLERBRÜCKE BRIDGE, ESSEL, GERMANY

OVERVIEW: ALE launched a 72m long road bridge near Essel, Germany. The bridge itself was built in line with its end position and 15m over the first abutment.

SERVICES REQUIRED: Between the first abutment and the riverbank two stationary skidding plates were installed on a temporary support. At the end of the bridge eight axles of SPMT were installed. Two strand jacks at the rear of the bridge positioned the bridge 27m over the stationary skidding plates.

A barge equipped with four towers and stationary skidding plates was used to take over the bridge weight during the launch. The barge was made from 12 connectable container sized barges to accommodate the bridge in shallow waters. After the barge had taken the weight of the bridge by de-ballasting, the bridge was skidded 25m over the barge; with the bridge secured to the barge skidding was continued by use of strand jacks. Once the barge had reached the opposite bank ALE used climbing jacks to install the bridge to its final position.



MANOEUVRE AND LOAD-OUT OF TOPSIDE AND BRIDGE, INDONESIA

OVERVIEW: The project scope was to manoeuvre and load-out three 1,400te topsides and one 300te bridge as part of an oil and gas development project at Batam Island, Indonesia.

SERVICES REQUIRED: ALE's engineering team came up with a solution that involved extended load-out frames and the use of 96 axles of SPMT at various configurations to ensure the success of each load-out.



LAUNCHING OF THE 700TE NEDLITZER BRIDGE, POTSDAM, GERMANY

OVERVIEW: ALE won the contract to install a 700te bridge over a river in Potsdam, Germany.

SERVICES REQUIRED: ALE used SPMT's, climbing jacks, skidding plates, a strand jack system and 400te crane to complete the project.

Firstly ALE positioned two stationary skidding plates under the front of the 85m bridge onto ALE jacking towers whilst SPMT's were installed at the rear of the bridge. Strand jacks were then utilised at the end of the bridge to launch the load 39m across the river. A 400te crane was used to take the weight of the bridge and manoeuvre it to its final position where climbing jacks took over to ensure the piece was jacked down to the foundations.



LAUNCHING OF AN 860TE HST BRIDGE OVER THE SUBURBAN TRAIN NETWORK AT ATOCHA STATION, MADRID, SPAIN

OVERVIEW: ALE successfully completed the launching of a bridge for the high speed train access over the suburban train network and Comercio St at the Atocha station (the largest HST train, subway and suburban train network in Spain).

SERVICES REQUIRED: The launching of the bridge was performed with four SKS300 skid shoes with a capacity of 300te each; push pull units, six stationary sliding systems, four 30te supports to be used for deflection recovery, and 140te jacks with a stroke of 250mm.



SKIDDING OF A CONCRETE TUNNEL, SINT NIKLAAS, BELGIUM

OVERVIEW: ALE won the contract for the skidding of a bridge to create a passage for pedestrians and cyclists underneath a railway in Belgium.

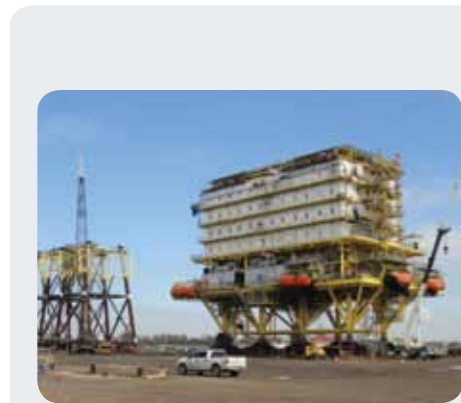
SERVICES REQUIRED: ALE installed two lanes of skid track next to the tunnel, complete with skid shoes and beams. The hydraulic jacks inside the skid shoes manoeuvred the structure to the building foundation. Due to weak ground, ALE designed a solution incorporating load spreading mats underneath the skid lanes to reduce ground bearing pressure. The bridge was then moved to its final position and lowered using the hydraulic jacks.



LOAD-IN OF 17 STRUCTURES AS PART OF THE SHELL INDE (STRUCTURES REMOVAL AND DISPOSAL) PROJECT, WALLSEND, UK

OVERVIEW: ALE was awarded the contract to load-in and site move eight jackets, eight topsides and one bridge from eight different barges over a three month period.

SERVICES REQUIRED: ALE have successfully completed the load-in and site movement of the jackets weighing between 800te and 1600te, the topsides weighing between 400te and 1,200te and the bridge weighing 80te. The load-ins were undertaken using many different combinations of SPMT with a maximum of 56 axles on site at any one time. ALE also successfully undertook the barge mooring and ballasting operations for each load-in.



LOAD-OUT OF TWO JACKETS, PILES AND WEIGHING OF TWO TOPSIDES, MEXICO

OVERVIEW: ALE has completed the load-out of two jackets weighing 1,100te and 3,000te, and piles weighing 1,265te using strand jacks, a skidding system and SPMT's.

SERVICES REQUIRED: The first jacket and piles were transported using SPMTs and loaded onto a 300 class barge. The second jacket was loaded using strand jacks with a pulling capacity of 220te each.

ALE was also responsible for the barge ballasting during the load-out of the second jacket using fourteen 10PS pumps, 1,000 te/hr capacity each for de-ballasting and six diesel overboard pumps of 350 te/hr capacity each for ballasting a 400 class barge. In addition to this, ALE completed the weighing of two topside modules using 22 x 600te jacks and cells.



TMB INSTALLATION, LAS VEGAS, NEVADA, USA

OVERVIEW: ALE installed a tunnel boring machine beneath the ground as part of a project in Nevada, USA.

SERVICES REQUIRED: ALE utilised two SJ2000 lifting units, eight skid shoes, SKS 150 and a Skidding Gantry. The machine was lifted using the 400te capacity gantry, skidded to the vertical shaft and lowered with only 100mm limit between the machine and the pipes installed in the shaft, which ALE closely monitored via video cameras. Finally the piece was lowered onto the skid system below ground and skidded into position by eight skid shoes which had a total capacity of 1,200te.



Paul Kelly

General Manager of ALE's Australian branch

Q: When did you join ALE, and what was your original role?

A: I joined ALE as a Mechanical Engineering graduate in 2005. My role was initially office based, where I worked with the engineering team in preparing method statements for the operations being carried out in the field. I was gradually exposed to more site based work, which I found very valuable in developing a practical understanding of the operations and understanding the difficulties that often arise in translating theoretically engineered operations into practise in ever evolving conditions on site.

Q: How did your role and experience evolve while working with ALE?

A: After a period of site engineering in Qatar, working on a number of power projects, I moved into more of a business development and sales role, which involved a lot of travel around the Gulf States, into North Africa and occasionally the CIS region for ALE in the Middle East. I was lucky to work with a very dynamic sales and management team in the Middle East during what was a period of massive growth in the region. I moved to Australia last year to establish a permanent ALE business in the country, which has been challenging but very rewarding. My background in engineering and my development through various aspects of the business has greatly helped in development of the Australia business.

Q: Why did ALE open a branch in Australia?

A: After successfully completing a number of projects in Australia, and considering the massive resource development expected in the Australia/SE Asia region, we decided to establish a permanent presence here. Securing a number of high profile projects made the business setup a priority.

Q: What do you enjoy most about your role at ALE?

A: The diversity of the work ALE is involved in means that one is exposed to many different industries and people within those industries. I enjoy the highly interactive nature of my position, and being part of an organisation that is growing with purpose. It's inspiring to be part of an organisation in which people take pride in doing a good job.

Q: What are the highlights in terms of projects for the region?

A: We are currently involved in the Gorgon LNG Project, a world first in being built in a Class-A nature reserve. We are also involved in a number of Iron Ore developments in Western Australia, which is a very exciting industry to be involved in currently.

Q: What are the main markets ALE are involved with in Australia?

A: Our focus in Australia is predominantly in the Oil & Gas and Mining sectors. There are number of major projects on the horizon which we are targeting. With our strong presence in SE Asia, we are well positioned to offer our services on both sides of the supply chain of large pre-assemblies being built in SE Asia for Australian projects.

Q: What does the future currently look like for the Australian branch?

A: We have an aggressive growth strategy and are very positive about the future. We have a niche in the Australian market in providing a high quality service backed up by solid engineering that many of our competitors cannot match. We intend expanding our operations from Western Australia and Queensland to include the Northern Territories and South Australia as those areas develop, and we are continually expanding our fleet to accommodate the demand for our services.

“ I enjoy the highly interactive nature of my position, and being part of an organisation that is growing with purpose. It's inspiring to be part of an organisation in which people take pride in doing a good job. ”

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