



**ENGINEERING ENSURES
PRECISE DETAIL TO GUARANTEE
MAXIMUM RELIABILITY AND
CLIENT SATISFACTION**

The offshore uploading of the steel jacket and the wellhead platform, which lies in approximately 35 metres of water in the Taranaki Basin was completed successfully in July 2006. The SAL vessel was moored 4 metres from the legs of the ENSCO 56 JUR in an exercise that has previously only ever been carried out via barge. Model simulations and motion analysis to predict mooring line tensions were conducted by the Classification Society GL in Germany and the MARIN Maritime Research Institute in Netherlands to ensure the viability of the procedure.

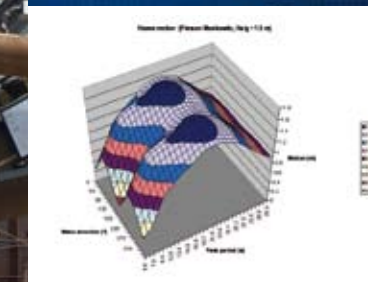


A WORLD FIRST



THE INSTALLATION OF THE JACKET AND PLATFORM WAS A COMPLEX PROCESS THAT REQUIRED A COMPLETE TRANSPORT ANALYSIS AND OFFSHORE OPERATION PROCEDURES.

MODEL SIMULATIONS AND MOTION ANALYSIS



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POHOKURA GAS FIELD PROJECT

In a global economy that seeks efficient, reliable and cost-effective sea transportation options for heavy lift equipment, particularly in the fields of oil and gas, German-based SAL is a world leader.

SAL is the exclusive Agent for a fleet of 14 modern heavy lift vessels which can accommodate between 14,000 and 30,000 cubic metres of cargo, and with a service speed of up to 20 knots, the SAL fleet comprises the fastest heavy lift ships in the world. The fleet reflects the rising demand for the flexible, safe and reliable delivery of cargo in extremely short transit times.

POHOKURA STEEL JACKET AND OFFSHORE WELLHEAD PLATFORM - TRANSPORTATION AND INSTALLATION

In May 2005 SAL was appointed by Technip to design and execute a unique transportation concept for a 420 tonne steel jacket and an off-shore wellhead platform.

PROVIDING INNOVATIVE SOLUTIONS TO LOGISTICAL CHALLENGES GLOBALLY



WORLD FIRST - LOADOUT

The unique engineering system devised by SAL provided a swivel action and outward rotation of the lifting yoke and tailing crane that turned the 56 metre long steel jacket during the lifting process. This also kept the structure one metre off the ground at all times. This enabled SAL to achieve a world- first in loading the complex cargo from a horizontal position into a vertical position, 42 metres out of the hatch.



SAL ENGINEERED A METHOD TO ROTATE A 56 METRE LONG STEEL JACKET DURING THE LIFTING PROCESS, KEEPING THE STRUCTURE 1 METRE OFF THE GROUND AT ALL TIMES.



SAFE EFFICIENT TRANSPORTATION

Transportation from Western Australia to Port Taranaki, New Plymouth New Zealand took 7 days, traveling at a 'reduced' service speed of 18 knots. SAL's MV Annegret averaged a speed 3 times that of a barge, resulting in less fatigue on the structure and increasing its lifespan by around 10 years. There was continuous monitoring for changes in weather conditions via satellite, by the Houston Weather Bureau in the United States.



JACKET TURNED FROM HORIZONTAL TO VERTICAL AND PLACED INTO SAL'S MV ANNEGRET.



- WORLD-LEADER STATUS FOR SEA TRANSPORTATION OF HEAVY LIFT CARGOES
- INNOVATIVE APPROACH TO SOLVING COMPLEX CHALLENGES
- COMMITMENT TO SAFETY, COST EFFICIENCY AND ENVIRONMENT PROTECTION.

