



# EXTRAORDINARY LIFTING REQUIRED

When a project requires massive lifting capacity, and an ordinary crane simply won't do, Sarens SA has what it takes

By Rodney Weidemann

In February 2015, residents of Kempton Park were stunned to see a massive Boeing 737 aircraft being lifted across the R21 North- and South-bound highways, a move made possible by some of Sarens South Africa's most sophisticated equipment.

This included a 500-tonne Hydraulic crane with luffer, a 400-tonne Hydraulic crane with luffer, as well as the company's 200-tonne Hydraulic crane. Marius Cilliers, country manager for Sarens South Africa, points out that the organisation has built a reputation for being able to supply the kind of heavy equipment required for out-of-the-ordinary projects such as this.

"While the Boeing lift was not the most technical operation we have conducted, in terms of the planning and integration required between Sarens, the Airports Company of SA (ACSA), the jet's owners British Airways, the SA National Roads

Agency and the local metro police, this was one of our best-planned projects.

"The Boeing was moved from within ACSA property, across both the North- and South-bound highways, to its new location at the British Airways training facility. This was achieved with three lifts, undertaken between midnight and 6am. To execute a project of this size in just six hours is indicative of just how good the team was, and also how effective our cranes are," he adds.

Cilliers points out that while the Boeing lift may have garnered the most headlines, Sarens has been involved in a number of key South African projects that have also required very technical equipment. This includes the Sasol CTFE project, which involved using a self-propelled modular trailer (SPMT) to transport modular sections from the fabricator yard to the site for

installation, as well as a CC 8800 lattice boom crawler and an AC 500 hydraulic crane for the lifting operations.

"We were also involved in an Engen CHD reactor installation, which involved the transport – via SPMT – of a 400-tonne reactor from Quayside in Durban to the Engen refinery and its installation, using the CC 2800-1, a 600-tonne lattice boom crawler, together with an in-house design tailing frame mounted on to the SPMT. This acted as a pivot point for the tail end of the load to swivel as it was lifted from horizontal to a vertical installation position, and was the first time that a tailing frame was used for such an operation in South Africa."

Other projects, he says, include the removal of "an old, 800-tonne dryer and the installation of a new 600-tonne one for Sappi, and the completion of the Khi Solar One project in Upington, using the biggest

tower crane erected on Southern African soil. The 100-tonne Wilbert tower crane that was used stood 260m high”.

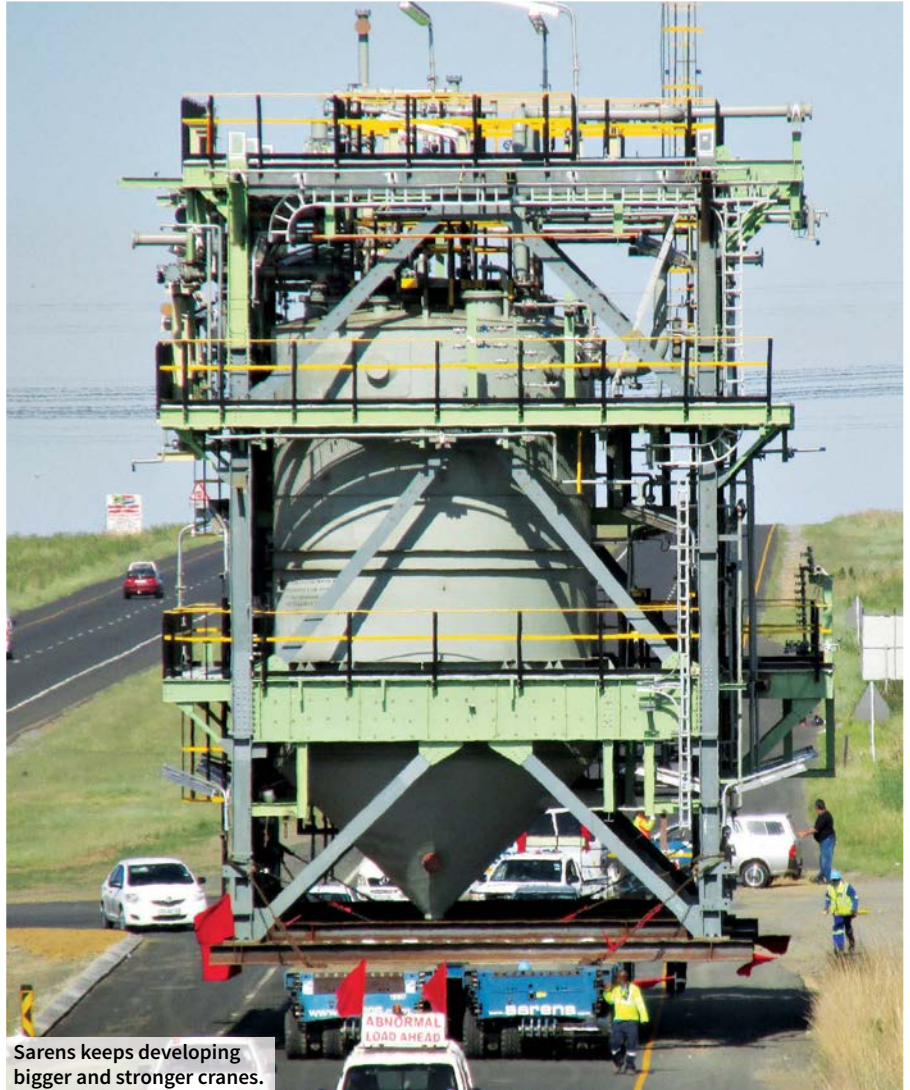
**LONG HISTORY**

Sarens entered the South African market via a 50% acquisition in Beacon Dawes, establishing the entity BD Sarens in 2002. This then became Sarens South Africa in 2007.

Understanding the need for change and transformation in the South African market, as well as the need to incorporate previously disadvantaged companies into the mainstream economy, the business this year introduced Sarens SIBA as key to its future.

“The new company brings together a wealth of experience and knowledge, to provide existing and future clients with the best options in the market for plant and crane hire, technical solutions and abnormal transport and heavy lift. At the same time, it delivers to its customers a level 2 BBBEE status. Sarens and SIBA have been successfully active in similar industries for years, which is the main reason we have secured a strategic business partnership with each other,” he says.

“Our current fleet covers hydraulic cranes from as small as 20 tonnes, all the way up to 650 tonnes, and crawler cranes from a 16-tonne hydraulic boom to a 1 250-tonne lattice boom. Sarens has the ability to increase our fleet in number or size of cranes, according to our clients’ needs.”



Sarens keeps developing bigger and stronger cranes.

“In 2017 Sarens introduced Sarens SIBA. The company delivers to its customers a level 2 BBBEE status.”

– Cilliers

Sarens is able to increase its fleet in number or size of cranes.



A good example of meeting clients’ needs, as well as the company’s own development of equipment to handle any requirement, is the new SGC-140. This has been built to operate on the largest project in Sarens’ history – the Tengizchevronoil (TCO) project in Kazakhstan. This crane, explains Cilliers, is the latest in a group of cranes known as the Sarens Giant Cranes. “Perhaps we may one day even see a spectacular crane like the SGC-140 on Southern African soil.”

Although the SGC-140 is huge, he continues, it is not yet the limit of Sarens’ crane innovation. In the next two years, the company intends to develop and release the SGC-250, which is expected to be the largest crane in the world in all its parameters.

As Hendrik Sarens, member of the executive board of Sarens, recently told the World Crane and Transport Summit in Amsterdam: “History teaches us that there is no limit to innovation, and since we are in the business of potential, we keep developing bigger and stronger cranes. I doubt the growth will ever stop.” ■