

# Xlerplate® steelintouch

News for XLERPLATE® steel customers

ISSUE 18 | SUMMER 2011

## SPECIAL FEATURE

Engineering & steel:  
building a nation

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Welcome to edition 18 of XLERPLATE® Steel in Touch, an issue that reaffirms the creativity and innovation that exists within the Australian steel, engineering and construction industries.

XLERPLATE® steel has been very much in the 'creative spotlight' in recent times. It was used by ASI national award winners AAMI Park in Melbourne, with its 'bioframe' rectangular stadium structure, and the Australian Pavilion at Shanghai's World Expo (notable for its cassette-based façade made from weathered XLERPLATE® steel).

The NSW and national award winner of the inaugural XLERPLATE® Infrastructure and Mining Award (part of the ASI Steel Design Awards) was the Falcon Street Pedestrian and Cyclist Bridge in North Sydney that crosses 19 lanes of traffic. Other state winners were Bucyrus's Lake Lindsay Dragline in Queensland and RPG's multi-faceted shiplift in South Australia.

As we are all aware, market conditions continue to be difficult with the high Australian dollar being a key factor, as our economist Nick Scavarelli explains in this issue. The strengthening Australian dollar is a major challenge that our manufacturers, fabricators and distributors face against international competition.

Notwithstanding the tough conditions, Australian steel continues to excel. There are terrific examples of Australian companies competing successfully against global players, both here and overseas. See, for instance, the Singapore-based Marina Bay Sands case study in this edition of Steel in Touch.

Bernie Landy has been appointed President BlueScope Steel Coated Business – China, and will commence his role in China on 21 February. Steve Gregson has been appointed Acting General Manager Industrial Markets.

One way of being successful in steel in Australia is taking a partnership approach. That is why the steel industry's relationships with a key part of the value chain, the engineering profession, are integral to our continued and future success.

We are privileged in this issue to have the Chief Executive of Engineers Australia, Peter Taylor, as well as Greg Zafiridis from leading engineering firm, Wallbridge & Gilbert, sharing some insights into the synergies between the engineering and steel industries.

Please let us know what you think of XLERPLATE® Steel in Touch and if we can customise it further to your needs and interests.

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Nick Scavarelli

# The rising Australian dollar: reasons and outcomes

By Nick Scavarelli, Senior Economist, BlueScope Steel

The Australian dollar's recent surge has certainly drawn a lot of media attention around its dance with US dollar parity. Just how high the Australian dollar can rise is the question in many people's minds.

From a closing day low against the US dollar (USD) of 0.6122 on 28 October 2008, the Australian dollar (AUD) reached a recent closing day high of 1.0153, and even an intra-day high of 1.0356, to have appreciated some 65% against the USD in the last two years. Since the AUD was floated on global currency markets in the early 80s it has, on average, traded against the USD at around 0.73.

As impressive as this appreciation is, the dollar's rise has not been exclusively against the USD. The dollar has appreciated

strongly against the currencies of many of our neighbours and major trading partners, including the European Union Euro, the South Korean won and the Chinese yuan.

**The Australian dollar has appreciated some 65% against the US dollar in the last two years.**

## ECONOMIC DRIVERS OF THE AUD

The reasons for this appreciation reflect both cyclical and structural drivers and have a significant impact on our economy.

Any change in exchange rates in a free market economy, whereby the central bank allows the market to dictate the exchange rate, will reflect the supply and demand of that currency at any specific moment in time. This is seen through

traders', investors' and business expectations of the currency, based on a number of different economic principles and drivers.

The cyclical appreciation in the AUD is being driven by the diverging economic and interest rate outlooks between Australia, the US and Europe. A period of relatively low market volatility is also helping to underpin these economic trends.

As the outlook for our Australian economy further diverges from the sluggish growth expected in the US and Europe, there exists a widening in central bank cash rates (4.75% in Australia compared to 0.25% in the US) as monetary authorities use their tools to stimulate growth and control inflation. This divergence in cash rates is seen in bond

yields, for example. For Australia, where our interest rates are higher, there exists a higher demand for our bonds which, in turn, creates a demand for our currency in order to purchase these bonds.

The other side of this development is in economies such as the US. It has recently undertaken further quantitative easing in order to try and stimulate its economy. A greater supply of bonds have been released onto the markets and an expectation that bond yields will stay low for an extended period of time is causing a move out of these currencies.

**The cyclical appreciation in the Australian dollar is being driven by the diverging economic and interest rate outlooks between Australia, the US and Europe, as well as relatively low market volatility.**

## THE ASIAN ECONOMIC IMPACT

Structurally, there have been large changes in the global economy over the last decade. One of the most notable features has been the emergence of China, and Asia's economies, as a major force of global economic activity.

The proportion of Australia's exports shipped to Asia has significantly increased over the last decade. Australia now ships almost 73% of its

merchandise exports directly to Asia, compared to only 55% ten years ago. The expectation is that these Asian economies can continue to develop at a strong pace. This means the demand created for base commodities such as coal, wheat and iron ore, which make up 60% of our total exports, and in turn our currency, is anticipated to stay strong for some time.

This inflow of money from exports means positive news for our economy as a whole. This is why the Reserve Bank has adopted a tightening policy for interest rates in order to keep a lid on inflation. This fuels further demand for our currency as bond yields become more attractive to investors.

## IMPACT ON THE AUSTRALIAN ECONOMY

So what does this mean for the Australian economy in general?

Firstly, a high AUD reflects strong economic conditions comparative to other parts of the world and this has a positive flow-through for consumer spending. A rising AUD is good news for local consumers as imports make up almost one third of all consumer goods such as cars, clothing, petrol and televisions.

Also, the expectation is of a positive flow-through for construction and investment as business profitability (especially for industries

receiving favourable terms of trade for their exports) and anticipated favourable trading conditions may lead to expansion plans for many businesses.

**A high AUD reflects strong economic conditions comparative to other parts of the world and this has a positive flow-through for consumer spending.**

Most analysts predict that the current strength of the AUD is here to stay for some time. The major influencing factor on this is the US and Europe bringing their current account balances and fiscal budget balances back under control.

This means an ongoing period of adjustment for manufacturing-based business domestically as they adapt to a higher Australian dollar. The high AUD will compound the sustained competition from low-cost producers overseas and impact on the profitability of exporters. Australian exports will also continue to be affected by weak overseas demand, particularly from the US and Europe.

## FRONT COVER

The XLERPLATE® steel girders used in the West Gate Freeway off-ramps, with the aid of precise fabrication by Haywards Steel Fabrication and Construction, successfully met the project's unique range of engineering, logistical and aesthetic challenges.

*Nick Scavarelli is a senior economist with BlueScope Steel. His economic analysis and advice is utilised by divisions such as BlueScope's Industrial markets. This is the division that produces XLERPLATE® hot rolled plate steel, manufactured to tolerances that conform to Australian Standards ISO 9001 and international quality Standards.*



The Helix Bridge makes a dramatic foreground to the imposing Marina Bay Sands, a 581,400 square metre integrated resort.

## Australian steel exported for global architectural landmark

### Marina Bay Sands, Singapore

It's a mark of distinction for XLERPLATE® steel to be a component of the astonishing architectural achievement of Marina Bay Sands – Singapore's new luxury resort and hotel development.

And it's not just a mark of distinction for XLERPLATE® steel. Its utilisation in Marina Bay Sands is also recognition of the exacting quality control that exists at BlueScope Steel's Port Kembla Steelworks (PKSW).

For this project, PKSW had to achieve Factory Production Control accreditation through an audit process by global independent quality assurance company, Lloyds Register, to certify that BlueScope Steel's quality control systems

were good enough to ensure that material supplied met the relevant European Standard. This requirement was part of Singapore's BC 1 Design Guide, which has been recently implemented to safeguard high standards of building construction.

**The use of XLERPLATE® steel at Marina Bay Sands is a mark of distinction for the quality not just of the steel used in this project, but for the entire output of BlueScope Steel's Port Kembla Steelworks.**

Other aspects of XLERPLATE® steel that led to its choice for this project was the technical

support that comes with the product and its diverse product range. A range of EN 10025 grades of XLERPLATE® steel were supplied, including EN 10025-2- S355J2 and EN 10025-4-S355M, which were custom made according to project specifications. These grades are impact tested, high strength structural steel grades. The material requirements for the project also called for comprehensive steel cleanliness (to ensure structural integrity) and surface quality to meet the exacting standards required for such a high profile project.

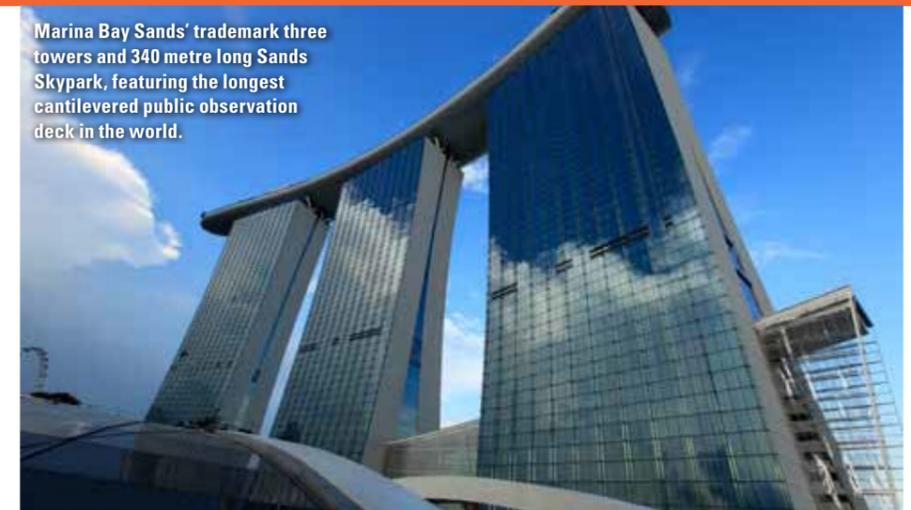
XLERPLATE® steel was used for the one kilometre long canopy above the Marina Bay

Sands retail promenade. The fabrication was undertaken in Melbourne by Alfasi Steel Construction Pty Ltd, one of Australia's leading construction and engineering groups.

**XLERPLATE® steel was used for the one kilometre long canopy above the project's retail promenade. This entailed the fabrication and joining of 54 rafters and 26 tapered mast columns which formed the support structure for the canopy.**

The retail canopy utilised 1,000 tonnes of XLERPLATE® steel in 54 rafters that were 33 metres long. Steel was supplied in 11 metre lengths and welded into rafters onsite. XLERPLATE® steel was also used in 26 mast (tapered cone-ended) columns, 13 metres long, to support the rafters.

"We had BlueScope Steel specially roll the XLERPLATE® steel for us," explained Elad Zohar, Alfasi's Marina Bay Sands Retail Promenade Project Manager – Supply of Steel. "The product was chosen because it achieved the required



Marina Bay Sands' trademark three towers and 340 metre long Sands SkyPark, featuring the longest cantilevered public observation deck in the world.

**The delivery and success of the Marina Bay Sands engineering feat relied on Arup's global expertise and creativity. Features of the project included the design of the 200m-high SkyPark which sits above three 55-storey hotel towers, a lotus-shaped museum and a lightweight retail corridor canopy allowing for 90,000 square metres of shopping space.**

engineered performance. After fabrication – which included cutting to size, bevelling, welding and testing – the XLERPLATE® steel was spliced and painted onsite, then erected."

The XLERPLATE® steel was also rolled into round sections for use in the tubular-shaped rafters by Alfasi, as well as for cones which were fitted to the ends of the masts.

Elad said this project presented a number of engineering challenges to Alfasi. "The rafter was an arch shape; therefore splice joint tolerance had to be kept to a minimum so there was no misalignment. An architectural finish was also specified for the project, so we applied a customised finishing process to the plates to achieve the desired smooth, aesthetically pleasing surface finish."

In fact, said Elad, "Alfasi's Melbourne workshop was partly chosen for this job because it had previously, and successfully, undertaken projects that required a similar, high-attention-to-detail finishing".

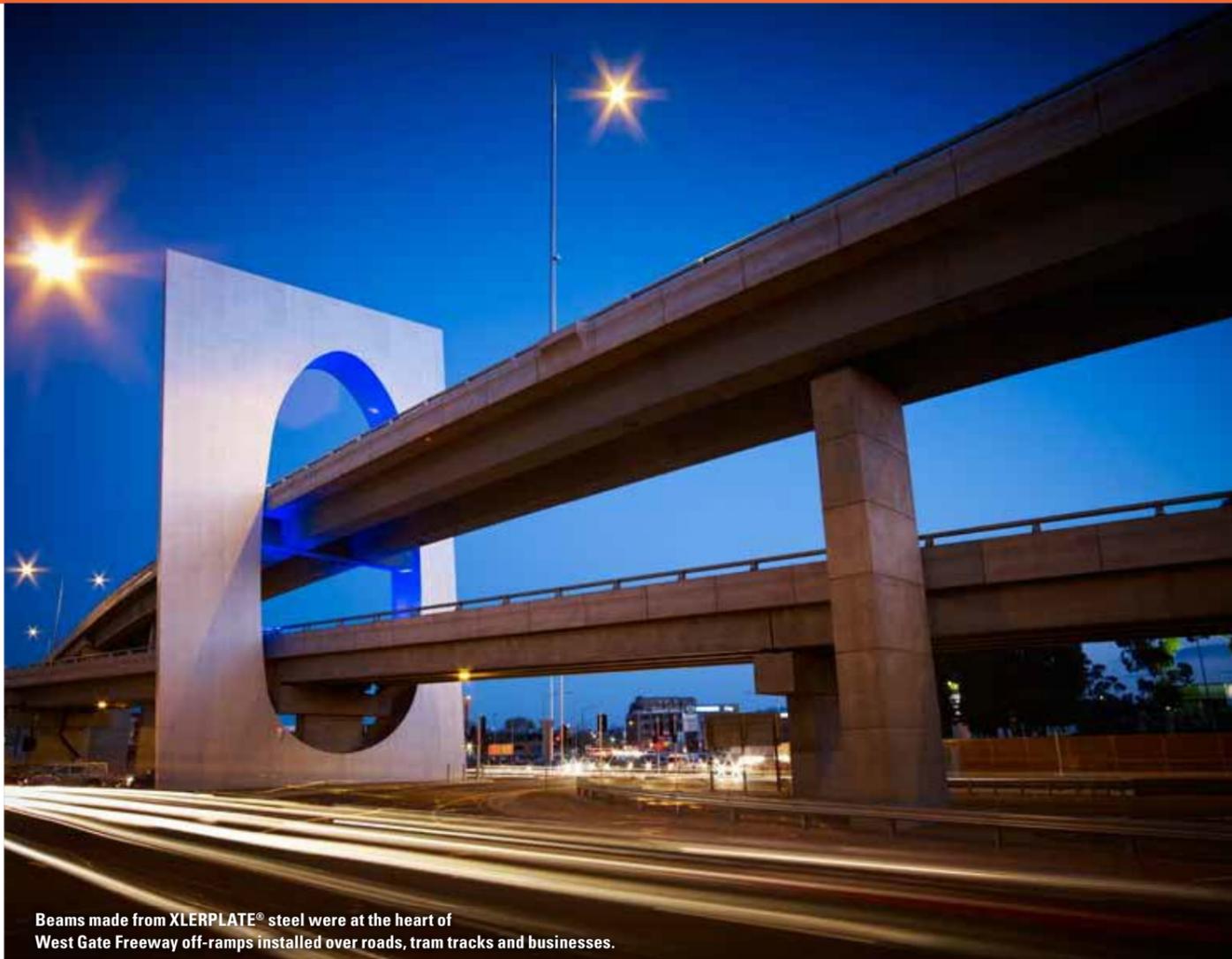
**"BlueScope was advised six weeks ahead when every piece of steel plate was being called up," said Elad. "And it successfully delivered the product to Alfasi every time. The ability to deliver the product from Australian mills saved Alfasi the freight lead time that would have applied if the steel was imported."**

One of the unique aspects of the project involved its transportation, Elad outlined. "The XLERPLATE® steel was sea freighted on special flat racks. These racks are very difficult to get hold of and they sit in an open container. The steel sections were lashed onto the rack with chains and were subject to special marine survey loading restrictions.

"BlueScope was advised six weeks ahead when every piece of steel plate was being called up," continued Elad. "And it successfully delivered the product to Alfasi every time. BlueScope Steel's capability to deliver the product from Australian mills saved Alfasi the freight lead time that would have applied if the steel was imported."

In addition to the project scope described in this case study, unique engineering elements of Marina Bay Sands, when it is fully complete, will include:

- three 60-storey hotel towers
- a two acre sky park bridging across the towers, consisting of a garden, swimming pool, jogging paths, spas and 'floating' crystal pavilions
- three underground storeys that will house 2,600 hotel rooms/suites and a 4,000 car garage
- a lotus-shaped science museum
- exhibition halls and a convention centre that will have capacity to host over 45,000 delegates.



Beams made from XLERPLATE® steel were at the heart of West Gate Freeway off-ramps installed over roads, tram tracks and businesses.

# Complex engineering geometry for simpler transport

## West Gate Freeway Alliance off-ramps, Melbourne

There are enough engineering challenges involved in building roads on a greenfield site, but developing new infrastructure to integrate into an existing, congested inner-city urban footprint can be an even more daunting challenge. This was the situation facing a consortium of engineering companies – the West Gate Freeway Alliance – when designing, constructing and integrating new bridges and off-ramps into a section of Melbourne’s much-used West Gate Freeway.

The construction constraints in this busy urban area included determining the selection of pier locations amongst existing facilities and buildings. Somewhat ironically, the objective of this complex piece of engineering was to ease and simplify traffic congestion.

At the heart of the project were fabricated beams installed over roads, tram tracks and businesses, using XLERPLATE® steel. Each steel beam length, and consequently the splice locations, was detailed in such a manner that allowed for easy transport of beams, keeping their weight within available crane capacity limits.

The off-ramps were integrated into an existing complex geometry of bridges and roads, with the bridges being comprised of a prestressed concrete box girder with varying cross fall and longitudinal grades. The new work had to complement existing conditions and characteristics, with the Alliance creating 3D models to assist in project conceptualisation. This approach led to an engineering outcome with an accuracy of within 2mm, whilst it also helped reduce the amount of materials needed, leading to costs savings and a sustainability ‘upside’.

**At the heart of the project were fabricated beams installed over roads, tram tracks and businesses – in a complex geometry – using XLERPLATE® steel.**

The Alliance – comprised of VicRoads (the ultimate project client), Thiess, Boulderstone, Hyder Consulting and Parsons Brinckerhoff – used electronic data (to help with the 3D modelling) as the ‘issue for construction’ documentation, rather than traditional drawings. Generation of this documentation took place prior to the work done by shop detailers to ensure that all elements would fit together accurately on site – particularly useful given the numerous sub-contractors used on the project.

The ramps’ cross fall was a slope that ‘fell’ away from the centre of the road, whilst the ramps themselves had a slope enabling traffic to join or leave the freeway, the latter existing at a height above connecting roads. The XLERPLATE® steel girders were fabricated to align with the rising or falling, as well as curving, off-ramps.

Leading fabrication and engineering company, Haywards Steel Fabrication and Construction, fabricated the off-ramps using 1,500 tonnes of grade 350L15 XLERPLATE® steel, supplied by BlueScope Distribution. The steel was used to fabricate top and bottom flanges, webs and some internal gussets/stiffeners in 45 trough girders used in three separate bridges.

Experienced Haywards Project Manager, Shaun Brown, explained that steel was used for the project as girder span requirements exceeded that applicable for concrete. “All girder parts were cut using electronic files provided by detail drafters,” Shaun continued. “These files included mark outs for internal fittings (stiffeners etc). This information was passed to our profile cutting machine which cut and marked the plates, resulting in reduced fabrication time.

“A lot of work went into the ‘nesting’ of girder parts, optimising the steel to maximise cutting sizes and therefore reduce the overall number of butt welds required,” said Shaun.

The steel trough girders provided an effective solution for the bridges, according to the

Alliance. They had the required capacity to span between existing obstructions, whilst also allowing for horizontal curvature of the bridge deck without causing significant extra work to be undertaken.

Using grade 350 XLERPLATE® steel allowed for down-gauging while still meeting design specification, resulting in a significantly lighter beam weight than if grade 250 steel had been used. The bridge has a supertwist over one of the spans that was easily accommodated in the girder geometry, with the strength of the XLERPLATE® steel assisting with this extraordinary engineering outcome.

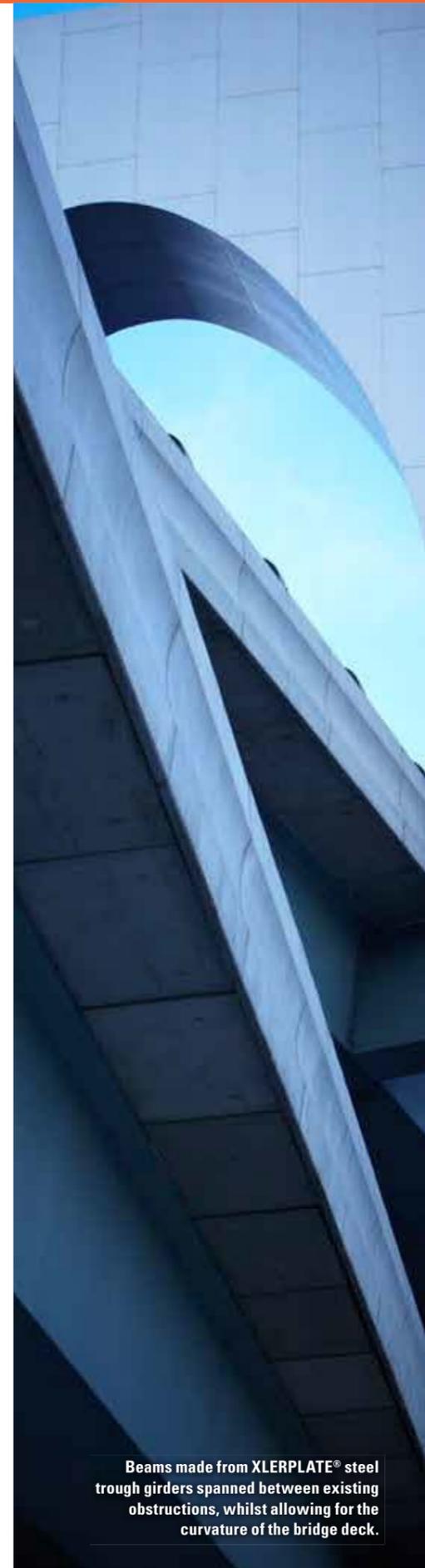
**The steel trough girders provided an effective solution for the bridges. They had the required capacity to span between existing obstructions, whilst also allowing for horizontal curvature of the bridge deck.**

The 45 metre long beams were fabricated by Haywards in Tasmania and transported by ferry to Melbourne. As there was no provision for storage on site, the girders needed to be delivered ‘just-in-time’ when installation was required.

One of the more significant engineering challenges of the project was ensuring the transfloor (pre-cut concrete panels that sit on top of the steel infrastructure) would fit over the shear studs on the beams. This was successfully undertaken.

Fundamental to this project’s success was the 3D modelling done at the design phase. It was critical, according to the Alliance, that the design could be transferred to the shop floor as electronic data with all its integrity maintained. The collaboration with design electronic data (CAD files) and electronic data from the shop detailers was checked and verified simply by laying one file over another. The checking procedure was extremely efficient due to the compatibility of software, with shop drawings being approved within days of their issue.

**Recognition:** West Gate Freeway Alliance design team members Bernard Georgelin, Paul Michaud and Sleiman Mikhael contributed their expertise and insight to this article.



Beams made from XLERPLATE® steel trough girders spanned between existing obstructions, whilst allowing for the curvature of the bridge deck.

# Australia's longest bridge – built on steel

## Ted Smout Memorial Bridge, Brisbane



The foundation piles for the Ted Smout Memorial Bridge, which used XLERPLATE® steel, were driven up to 39 metres into the sea bed.

The Ted Smout Memorial Bridge, Australia's longest bridge at 2.7 kilometres, opened in July 2010. This is a major infrastructure investment that supports the rapidly growing transport needs of south east Queensland.

Named after Queensland's last surviving World War I digger, the bridge consists of 78 spans, each 35 metres long and joins the Moreton Bay side communities of Clontarf and Brighton on the northern edge of Brisbane. It is the first bridge in Australia designed to withstand Hurricane Katrina-type storms.

Approximately 3,000 tonnes of XLERPLATE® steel grade AS3678-250 was used in the project, both for piles in the bridge foundations, as well as the bridge's temporary work platform. The platform was used for cranes and workmen as they 'migrated' across the bay to build the bridge. Steel from the temporary platform and its temporary piles was reused for other projects after the bridge was constructed.

Foundation piles were driven up to 39 metres into the sea bed, then reinforced with concrete and capped with concrete headstock and

girders. The bridge was then fitted with concrete barriers, guard rails and electrical conduit. The southern and northern abutment of the bridge included land reclamation works involving a seawall and embankment.

BlueScope Steel supplied RPG Australia with the XLERPLATE® steel for the manufacture of permanent and temporary piles, as well as the working platform. Hull-Albem Joint Venture was the project engineer and the client was Queensland's Department of Transport and Main Roads.

RPG rolled and welded the XLERPLATE® steel to form 27 metre long piles, whilst also cutting and welding platform beams. Many of the steel piles used in the bridge foundations were filled with concrete, with a primary



One of the main permanent piles for the Ted Smout Memorial Bridge, made from XLERPLATE® steel, after fabrication by RPG Australia. Image supplied courtesy of RPG Australia.

reason for the use of steel being its watertight characteristics. The project demanded high levels of quality assurance, including full material traceability, weld testing and full QA checks to ensure piles were manufactured to meet Department of Transport and Main Roads requirements.

The bridge duplicates an existing bridge on the Houghton Highway, reducing traffic congestion and enhancing safety, whilst it also features a pedestrian/cycle path. But one of the more interesting characteristics of the bridge is that it includes an extensive fishing platform. No doubt there are plenty of keen fishermen, women and children from other parts of Australia looking on enviously at this innovation!

# Engineering & steel: building a nation



Steel in Touch continues to bring you interviews with key industry players. This article features two more perspectives on the Australian steel and fabrication industries.

Engineering and steel are inextricably linked. It's a relationship that benefits both parties. The steel industry certainly depends on engineers understanding the benefits of its product, but so must the steel industry adapt to the evolving needs of one of its most important stakeholder groups.

With that in mind, Steel in Touch asked some engineering experts for their viewpoints both on the utility of steel itself and what the future holds for the two industries. Peter Taylor is Chief Executive of Engineers Australia, whilst Greg Zafiridis is a Principal

at the Adelaide-based, national consulting engineering firm, Wallbridge & Gilbert. The duo possess an immense amount of collective knowledge and experience in the engineering profession.

"The engineering sector will continue to experience growth as the effects of the GFC recede," said Peter. "This is particularly true in engineering construction such as roads, rail, water and telecommunications infrastructure; and in the resources industries.

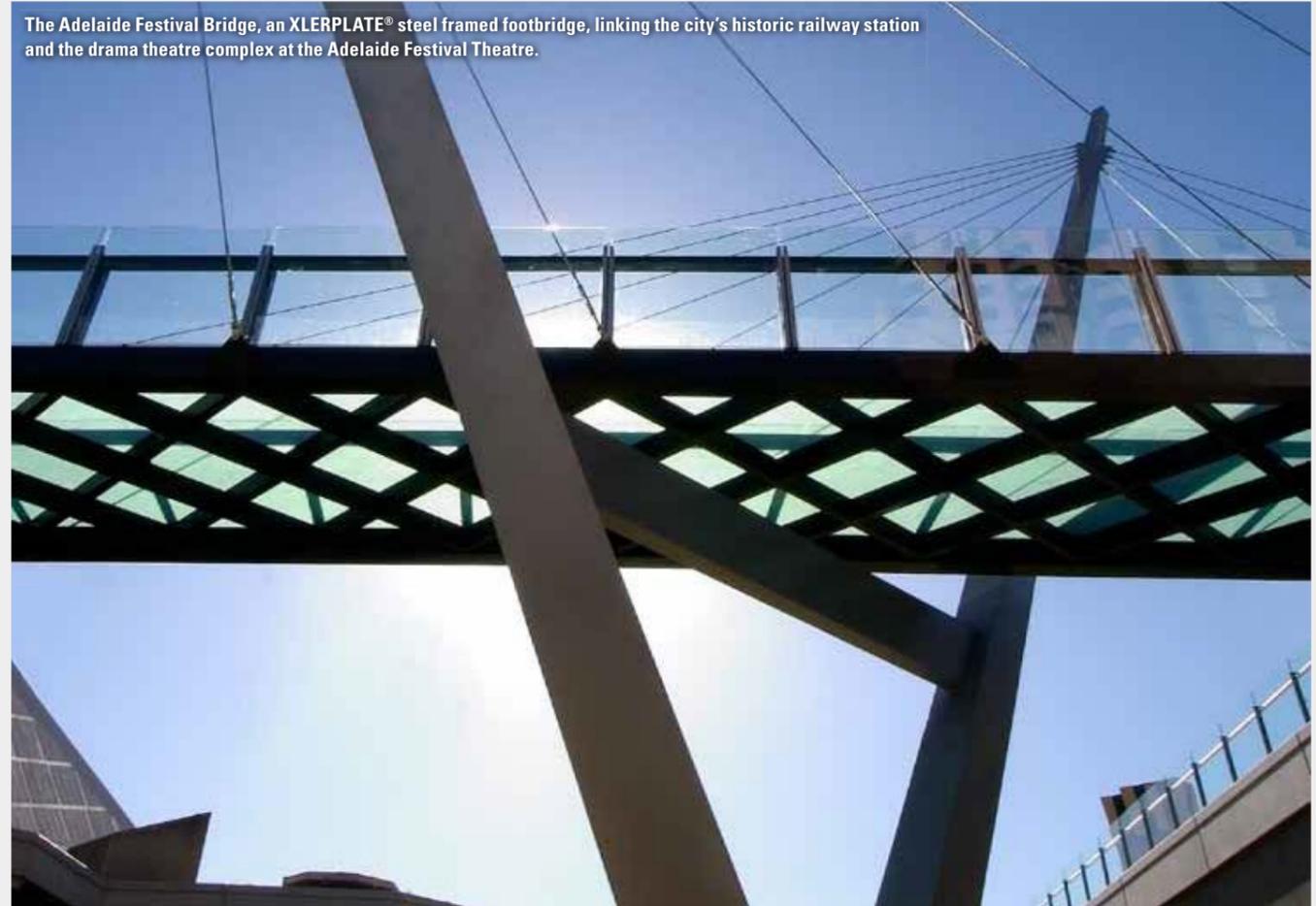
"As well, Australia will be facing a number of challenges in the near future that are complex at a global and local level," Peter continued. "They include climate change, economic issues, health, population growth and access to resources.

"The engineering profession will be at the forefront of developing solutions to these challenges, through involvement in the design and construction of all aspects of infrastructure, including energy generation."

### WHERE STEEL WORKS: INFRASTRUCTURE

Greg from Wallbridge & Gilbert put Peter's engineering overview into a practical, steel-specific context with bridges. "For larger spanning bridges in particular, steel is relevant for all the advantages it provides. These include off-site fabrication, its lightweight nature that allows the lifting of large, manageable elements into position and the overall speed of erection it facilitates.

*continued on page 10*



The Adelaide Festival Bridge, an XLERPLATE® steel framed footbridge, linking the city's historic railway station and the drama theatre complex at the Adelaide Festival Theatre.

“Steel can also be easily modified in the future, which enhances the flexibility with which it can be applied,” continued Greg. “This is particularly relevant for bridges as it is not uncommon for increasing axle loads being required in the future. The strength of steel bridges can be easily increased.

“Improved paint technology has also allowed for longer periods between maintenance on steel-based projects. All these attributes combine to result in steel structures being a serviceable and flexible long term solution.

“The same principles apply to wind turbine towers”, Greg also pointed out. “Steel towers

are constructed in large sections which allow for quick and efficient assembly in the field,

**“For larger bridges in particular, steel is relevant for... off-site fabrication... its lightweight nature that allows the lifting of large, manageable elements into position and the overall speed of erection it facilitates...[it can] be easily modified in the future...”**

which can be on or off-shore. Fortunately, we have the fabrication expertise here in Australia to ensure the successful installation of these projects.

“Steel also has great advantages in the water industry, particularly where water is required to be transported for long distances. A mild steel cement-lined water pipeline can deliver large volumes of water under high pressure. This reduces the frequency of pumping stations, resulting in faster water transport, greater efficiency and reduced maintenance.”

### **INTEGRATED TRANSPORT LEADING TO STEEL INDUSTRY OPPORTUNITIES**

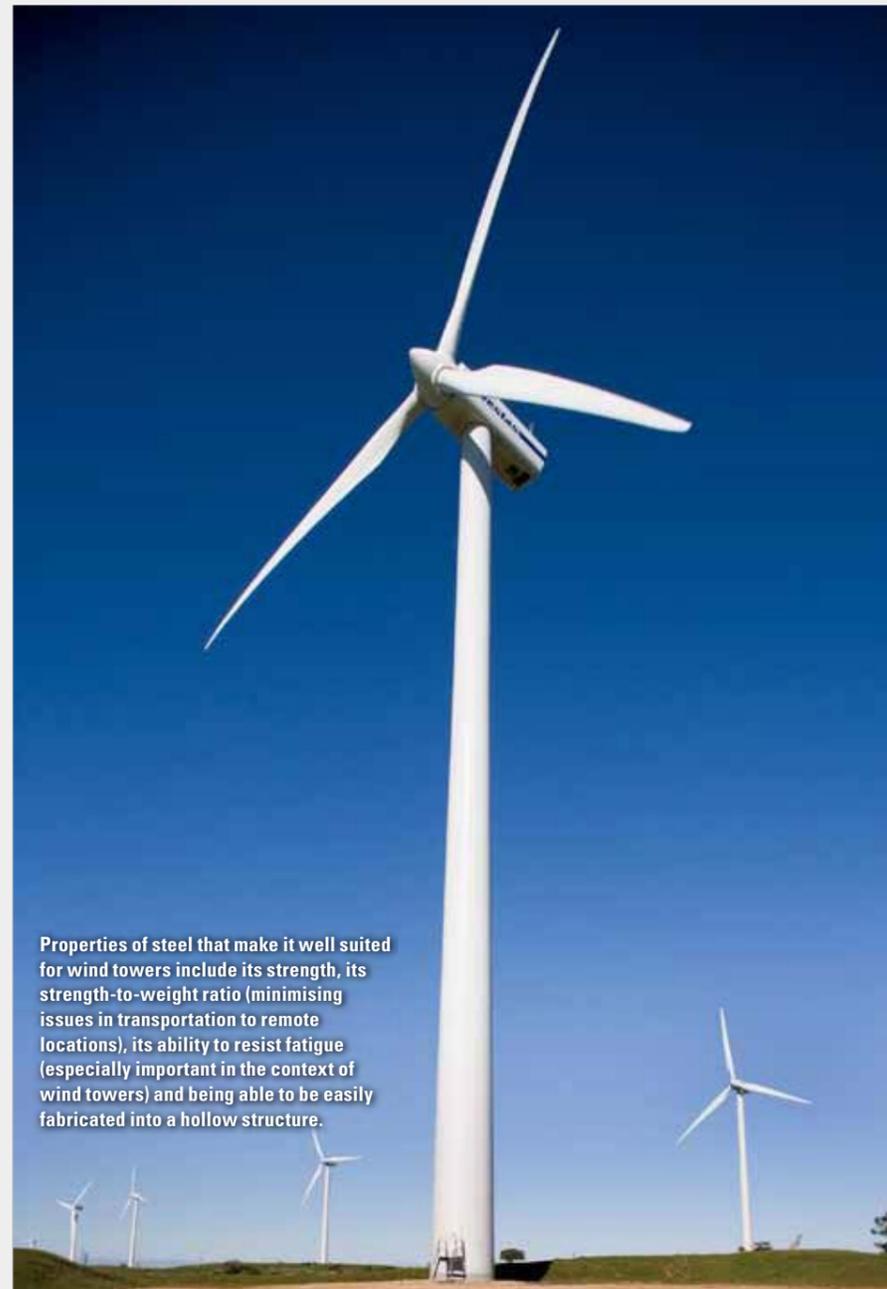
Peter explained that the Australian Government relied heavily on the timely work of Infrastructure Australia in establishing priorities for critical infrastructure in the recent past. “This was the basis for stimuli to minimise GFC impacts in Australia.

**The benefits of using steel include... “The speed of the build which results from its use; its predictability; its ductility; it can be easily modified, reused or recycled. Using steel can achieve outstanding results – you only to have to look at the Eiffel Tower and the Sydney Harbour Bridge to see that!”**

“Infrastructure Australia’s priorities and the Federal Government’s major planned infrastructure investments in areas as diverse as transport, education, health, energy and broadband, as well as the release of a national ports and national freight strategy, will see an increasing demand for engineering projects, including more integrated transport networks.”

Having an integrated transport system will facilitate the ease with which steel can be utilised across the country, pointed out Greg. “Steel is always an option on any infrastructure project. The market has shown it can respond to the opportunities for steel utilisation.”

Greg reiterated the benefits of using steel: “The speed of the build which results from its use; its predictability; its ductility; it can be easily modified, reused or recycled. Using steel can achieve outstanding results – you only to have to look at the Eiffel Tower and the Sydney Harbour Bridge to see that!”



**Properties of steel that make it well suited for wind towers include its strength, its strength-to-weight ratio (minimising issues in transportation to remote locations), its ability to resist fatigue (especially important in the context of wind towers) and being able to be easily fabricated into a hollow structure.**

# Helping to achieve Green Star™ credit points using XLERPLATE® steel

BlueScope Steel has produced a new brochure to help explain changes to the Green Star™ rating system. The brochure will aid fabricators, specifiers and engineers, amongst others, interested in learning how the changes impact

on steel’s potential integration into projects with a sustainable dimension.

**The brochure can be downloaded from [www.xlerplate.com](http://www.xlerplate.com)**

**BlueScope Steel**  
**helps achieve Green Star™ credit points**

When designing for Green Star™ certification, BlueScope Steel products can help accrue points and create a more sustainable building

# In the hotseat with Ian Lonne

**Job title:**  
Customer Sales

**Employer:**  
Tonkin Steel, Cairns

**Number of years with company:**  
Four



**My role and responsibilities include:**  
Sales to established and new customers

**My greatest working challenge:**  
Making sure customer needs are met at a fair price

**The most important thing I've learned in business:**  
Excellence in customer service is the focus

**The secret to success is:**  
Your relationships, beginning with God

**I like steel because:**  
Do it right, do it once

**I start my working day by:**  
Hearty breakfast

**My favourite pastime:**  
Reading my Bible

**My favourite car:**  
My old Suzuki van (now deceased)

**Last time I laughed out loud was:**  
Daily. No one ever went blind looking on the brighter side of life

**My favourite movie of all time:**  
Bride and Prejudice (Ed: à la Bollywood)

**My favourite food is:**  
Just love it all

**If I had \$1m to blow it would be on:**  
A project to help people

**If you could have one person over for dinner, who would it be:**  
Dr Billy Graham

**Favourite holiday destination ever:**  
Hong Kong

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## Australian families...Quiz

- The Dead Letter Office is the first film in which two of Australia's most admired actors, who are father and daughter, appear together. The daughter's many films include two of the Lord of The Rings series. What are their names?
- Members of this famous Australian racing car family have won races including various Formula One events, Le Mans 24 Hour races and the Bathurst 1000. What is their surname?
- What are the names of the father and son boxers who have both either held, or currently hold, multiple boxing (including world) titles? The son wasn't a bad league player, either.
- What is the surname of a former Labor Party and Opposition leader whose father was also a politician, the latter serving as education minister in the Whitlam government? (Incredibly, the son's mum is a former Australian athletics champion and record-holder.)
- Name the father and son who are heavily involved in running Westfield, with the father commonly viewed as being a saviour of Australian football (i.e. soccer)?
- What are the surnames of the two families that have dominated the Australian media scene for many years?
- An Australian rugby league player, known modestly as The King, has a son who is an up and coming actor, having appeared over a long period in Home and Away. Their names?
- Two Australian brothers play, or have played, in the bands Hunters and Collectors and Crowded House. Who are they?
- Rugby league has The King, but AFL has God. What is the family name of the player known as God, whose son helped deliver to the family's 'traditional' club what God could not, a premiership?
- One of Australia's great jockeys won the Melbourne Cup in 2001 one week after his jockey brother died in a track fall. Deepening the tragedy, their father was also a jockey who died in a track fall. What is their family name?

1. Barry and Miranda Otto. 2. The Brabrams: Sir Jack, along with sons David, Geoff and Gary. 3. Tony and Anthony Munding. 4. Beazley: son Kim, dad Kim Snr (and mum Betty Judge-Beazley). 5. Frank and David Lowy. 6. Murdoch and Pecker. 7. Wally and Lincoln Lewis. 8. Mark and Nick Seymour. 9. Ablett. God = Gary and son = Gary Jnr, with the latter now with Gold Coast and not Geelong, the family's 'traditional' club. 10. Oliver. Oliver: Damian won the cup on Media Puzzle. His brother was Jason and his father, Ray.

