

Gripping News



*A regular quarterly newsletter
Informing and Entertaining !*

Issue 9, June 2009

Bardex started this year in good shape with a contract for a vessel load out and recovery system, described below, and we've booked other "systems" orders since then so we are on track for another good year.

With the price of oil seemingly left a long way behind its December 2008 low of \$30.28 per barrel, the drilling and production markets in which we compete are rejuvenated and several major projects which had been delayed are now moving forward again. It will be a busy summer !

2009 Exhibitions

Last month's OTC in Houston was a resounding success – in spite of fears that the global recession and spread of swine flu would put people off from attending - we had more customers visit us than last year and we collected some good leads for new business.



Bardex will be present on Stand 876 at Offshore Europe which will take place in Scotland's oil capital Aberdeen, in the UK, during the period 8th – 11th September.

Vessel Load Out and Recovery System ("LORS")

We are pleased to announce that in the first quarter this year we signed a contract for the supply of a LORS skidding system for use at a new shipyard being built in the Middle East by a major national oil company. The main components of the skidding system comprise two 650 tonne gripper jacks with special pressure lock-in system, each powered by a 200 hp diesel engine driven hydraulic power unit complete with electric and computer controlled operator controls. The LORS will skid up to 13,000 tonne offshore structures and vessels across the shipyard and onto floating barges.

Exmar Opti-Ex

At the end of the OTC a team of Bardex engineers were invited to make a courtesy visit to the Kiewit yard in Corpus Christi where Exmar's new FPS is being finalised.

Bardex had completed shipments of its moveable Chain Jack mooring system and at the time of the Bardex visit, the Hydraulic Power Units and Turndown Sheaves had been installed but the Chain Jacks were not due for installation until June.

This second photo shows our Tom Miller and Bill Pattee being briefed about the Turndown Sheaves (in the background) by Exmar's Scott Moore.

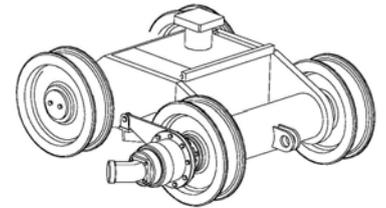
Thanks, Exmar for your hospitality and for giving us a great tour of your FPS, rapidly taking shape.



Shipyard Transfer Systems

Skidding system or wheeled bogies are principally the two methods of moving vessels and offshore structure horizontally across land. Bardex offers designs for both methods. Whereas skidding systems require skidding beams, railroad rails are typically laid down for wheeled bogies to run on.

Wheeled bogies can be powered by hydraulic motors inset to one or more of their wheels or they can be hauled by tractors or even winches. A typical Bardex design provides for hydraulic motors set in the wheels and where there is longitudinal and transverse movement required, we provide a lift mechanism to enable the vessel to be set down on the ground and the bogies raised to enable the wheels to turn through 90⁰. This system is efficient and works very well and we are happy to provide the customer with design and high level manufacturing drawings if they are confident they can build the bogies locally.



Of course Bardex is renowned globally for its skidding systems and over the last 45 years we have supplied many gripper jack skidding systems to yards worldwide for ship extrusion, load and recovery, and transfer applications generally for vessels, modules and offshore structures. Our recent order for a LORS (Load out and recovery system) is for handling vessels and offshore structures of up to 13,000 tonnes but Bardex has supplied systems for skidding ships up to 24,000 tons.

Jacket load-out and launch applications are spectacular because of their sheer size as this photo demonstrates – a red London bus is parked next to the jacket to allow the photographer to show the scale of the construction - and Bardex has supplied systems for skidding offshore jackets up to 30,000 tons in weight.

Typically, because shipyards cover a wide area, skidding systems will have their own dedicated diesel driven hydraulic power units close-connected to the gripper jacks. In our recent order, the HPU's are controlled by a sophisticated PLC-based and fully instrumented monitoring system.



Bardex has been supplying ship transfer systems – and of course our shiplifts using linear chain jack technology – to the shipyard industry for over 45 years and our experience is second to none.

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For past issues of *Gripping News* please look under "news" on our website at www.bardex.com

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