

# Gripping News



**A regular quarterly newsletter  
Informing and Entertaining !**

**October 2007**

Here's our second quarterly edition of **Gripping News**. In the first edition we asked for comments about what you would like to see in subsequent issues – and we've had quite a lot of feedback from you. The message so far seems to be that a regular newsletter is a good idea to keep everyone in touch and to help to improve an understanding of Bardex: who we are and what we do.

Please send us news about your organisation, what Bardex customers you have in your area and what they are using our systems/equipment for.

## Offshore Europe 2007



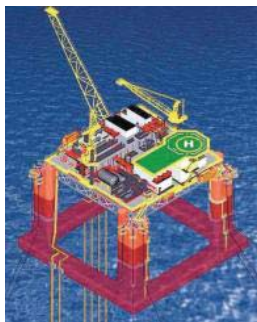
What a great success Offshore Europe was ! We had lots of customers visiting us to talk about our skidding and mooring systems and we were displaying new posters showing how our mooring chain jacks can provide

additional mooring security against hurricane force winds.

We have already reserved space for the next Offshore Europe when it returns to Aberdeen in 2009.

## Exmar Opti-Ex

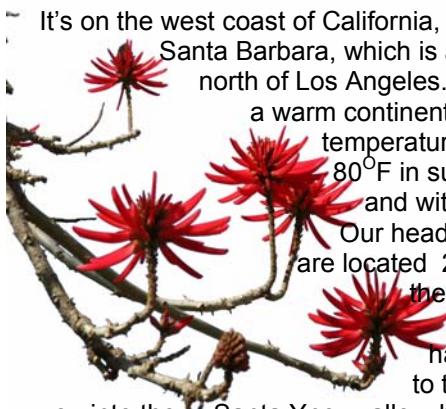
In June, Bardex was awarded an order for the mooring tensioning system for this new style deep draft semi-submersible production unit. We are supplying four moveable mooring chain jacks to pull the 107 mm top chain to 1,100 kips, (500 te), twelve chainstoppers rated to hold the break strength of the chain which is over 2,500 kips (1,135 te) and four hydraulic power units with associated controls and instrumentation. Exmar designed this new semi-submersible to handle production of up to 50,000 bbls/day oil and 50 million cubic feet of gas per day.



Bardex Vice-President, Dennis Graney, said "This is an excellent order for us. It demonstrates our technological leadership and ability to offer custom mooring tensioning solutions."

## So where is Goleta ?

It's on the west coast of California, and is close to Santa Barbara, which is about 90 miles north of Los Angeles. Goleta enjoys a warm continental climate with temperatures up to about 80°F in summer months and with mild winters. Our headquarter offices are located 2- 3 miles from the Pacific Ocean and about a half-hour's drive to the north takes you into the Santa Ynez valley, home to many wineries producing excellent red and white wines.



## Customer Support Services

We design Bardex equipment and systems to be reliable and dependable over many years operations, but from time-to-time all mechanical systems need maintenance.

So we place great emphasis in providing a first class after-sales support and Penny Madden (pictured) is an essential part of the Bardex team which looks after supply of our spare parts and field service engineering.



Penny has been our mainstay in processing spare parts enquiries and orders for almost 5 years now and with ever more new Bardex systems being delivered, spare parts activity is at an all-time high.

For the utmost reliability, always insist on genuine Bardex spare parts, Penny is there to help you.

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## **Bardex shiplifts – Better safe than sorry !**

Almost everywhere where there are ports and marinas, ship building or ship repair facilities, there will be the need for some way of working on the ships on dry land (or at least, when the vessel is not in the water). Slipways, graving docks, floating dry docks and shiplifts are the typical methods used. With the worldwide boom in shipping, there is a growing industry in providing ways of getting ships out of the water for maintenance and refurbishment work.

At Bardex, we have been designing and supplying shiplifts, or ship elevators, as well as ship transfer systems for over 35 years. But we operate in a very special segment of the market: we do not design lifts for small boats, yachts or pleasure cruisers. Bardex designs shiplifts for vessels of 1,000 tonnes light displacement and larger and in this top-end of the market, there may be worldwide demand for only one or perhaps two of this size shiplift each year. Last year we supplied and commissioned a shiplift specifically for submarines of almost 2,000 tonnes, but the largest shiplift that we've supplied has a lifting capacity of 12,000 te, for ships with a DWT of 50,000 te.



But why do we say “Better safe than sorry” ? It is because Bardex uses chain as the lifting medium whereas our competition uses wire ropes (or “wireline”). Chain is hard working and highly dependable and when it corrodes, it does so from the outside, so it is simple to check how much corrosion the chain has suffered just by measuring its outside diameter. But you can't do this with wireline. A wireline comprises many strands of small wires all wound tightly together – but each strand corrodes and since they are on the inside, they cannot be seen or measured. The ONLY way to know if wireline has deteriorated is to do a pull-test to destruction and if the wireline breaks at less than 90% of its original rating, then the wireline is probably corroded so much that it should be replaced and then it's best to check other wirelines to see if they too are weakened from corrosion.

There are many documented instances where wireline has broken, causing severe damage to the vessel being raised or lowered at the time. But Bardex chain jacks and chain shiplift systems have NEVER broken or caused vessel damage.

Please contact us if you would like literature about our shiplifts and ship transfer systems or if you would like more information about why our chain shiplifts are safer than wireline.

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