

Gripping News

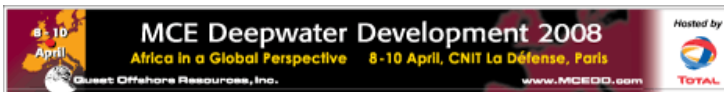
A regular quarterly newsletter
Informing and Entertaining !



March 2008

This year has already got off to a good start for Bardex with new skidding systems orders booked. We also hope to tell you later this year about several major projects in which we are working, including one for which we carried out preliminary design work and another where detailed engineering design is still ongoing.

Visit Bardex at these Exhibitions in 2008



MCE this year is in La Defense, Paris 8th – 10th April and we will be on Stand 910.



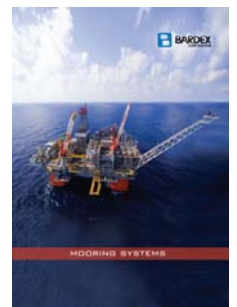
The official exhibition and conference programme starts on Monday, 5th May and finishes on Thursday, 8th May. Bardex will have a major presence on Booth 2963 and as well as sales engineers, we will also have design and field service engineers on our stand to answer your queries.



Stavanger is once again host to Europe's largest offshore event between 26th – 29th August and we will be there in the USA Pavilion on Stand 854.

New Mooring Systems Brochure

We have produced a new 4-page brochure describing our chain jacks and including photographs of different styles in operation.



We'll be sending out these brochures to all our representatives but do let us know if you'd like any more.

www.Bardex.com

We are now displaying **Gripping News** under "News" on our website, so you can look at or download back issues or even the current issue.

Bardex Plants of Manufacture – Goleta

Our main manufacturing facility is located at 6338 Lindmar Drive and comprises facilities for machining, test and assembly as well as inspection, quality control and quality assurance. We also have our own environmentally controlled paint shop. A short walk along the road at 6300 Lindmar Drive is where we prepare packaging, crates and packing cases in readiness for domestic and overseas shipments.

The last several years have seen a steadily increasing level of activity at Bardex and our manufacturing plant has been kept very busy.

Receiving all incoming materials and then making sure they arrive at each manufacturing process at the right time is a major task which Xue Vang, our Materials Coordinator, is charged with daily. Having tracked materials through manufacturing, his last task is to ship the completed systems and spare parts orders to customers around the world. Xue started with Bardex just over 5 years ago and is now so well versed in our procedures and products that he has become a valuable asset. Xue's wife Pinhkeo, and their two year old son Kaviki think so too, so Xue is much in demand at home as well !



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Bardex Linear Chain Jacks

Drawing on the expertise and success gained in shiplifts (featured in last October's issue of *Gripping News*), in the early-1990's we transferred our chain jack lifting technology to the offshore oil/gas industry.

In 1992, Bardex was selected to supply the tendon tensioning systems on the Auger Tension Leg Platform – the first TLP in the Gulf of Mexico. Since then, the same system has been used to install and tension the tendons on the Mars, Ram Powell, Ursa and Brutus/Glider TLPs. These chain jacks were designed to provide a pull-in tension up to 680 tonnes.

Another industry first was installation of chain jacks for the mooring tensioning on the Neptune Spar buoy production platform in the Gulf of Mexico. Bardex has always understood the need for a light and compact, reliable and dependable system and chain jacks are specified because that is what we deliver - and the alternative conventional windlasses or winches are just too large and heavy. Underlying our success is that ever since that first Spar installation in 1996, *all* conventional Spar production platforms have been moored using chain jacks.

The graphic shows the chain is held in the fixed chainstopper latches and the travelling crossarm is cycling down. At its furthest extent, the travelling crossarm latches will actuate and when the crossarm rises, the latches will engage and then lift the chain. As the chain is now being supported and lifted by the travelling crossarm latches, the fixed chainstopper latches automatically ratchet open to allow passage of the chain but at the maximum stroke, the fixed chainstopper will close again and when the travelling crossarm is extended downwards, the load will automatically be transferred from the travelling crossarm to the fixed chainstopper. It is a very smooth operation and at all times, even in event of a complete power failure, the chain is always held under full control by the fixed or the travelling latches.



You can see in this photo just how much smaller our chain jacks are compared to winches (the chain jack is the small light-blue unit to the left of and slightly below the winch). The picture shows a retro-fit system to provide additional mooring capability to a production semi-submersible. The semi has two winches at each of its four columns and each winch was upgraded so it could hold a higher line pull but the holding power of our compact chain jack far exceeds the winch ratings and can hold over 600 tonnes.

The largest chain jacks we've supplied were for a production semi-submersible having a 12 line mooring spread using 171 mm top chain. For this application, our chain jacks were designed for a stall tension of 900 tonnes and the fixed chainstopper to hold the full break strength of the chain – 2,250 tonnes.

Because of their compact size and weight, Bardex chain jacks are also used for pipeline and steel catenary riser (SCR) pull-in systems where they are often mounted to a double-trunnion arrangement to allow the chain jack to swing in two directions so that a linear pull is always provided to the pipeline or riser even as its angle of approach is constantly changing until it is landed on the platform.

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