

The oil/gas industry has a spring in its step. Worldwide hydrocarbons demand is increasing again and the industry is busy aiming to satisfy additional future demand by developing new reserves in the deep offshore. New drilling and production techniques and systems are being developed – the advent of the FLNG and FSRU, variations of FPSOs but for processing, storage and regasification of liquid natural gas, has arrived and several Operators are going ahead with orders for these styles of vessels.

With an increase in demand for drilling and production vessels, offshore platforms and jackets, comes a corresponding increase in shipyard activity around the world and in this edition of **Gripping News**, we report on Bardex products for the shipyard .

2011 Exhibitions



Come and visit us at the Offshore Europe exhibition and conference in Aberdeen between 6th and 8th September where we shall be exhibiting on Stand 3A158. There's plenty of greenfield and brownfield developments coming up in the next 12 months and so, in spite of a rise in UK oilfield taxes, we expect this year's event to be particularly busy.



The OTC in May was attended by more than 78,000 visitors – up over 8% on last year's figures and the largest attendance in over 20 years. Our new Booth design attracted a constant stream of customers and we thank you for visiting us. We were busy for the whole four day period of the show and as well as customers, it was good to welcome our sales representatives from Canada, Korea, Mexico and Singapore.

Orders:

Philippines

In 1982, we supplied a 12,000 tonne shiplift to the Philippines National Oil Company. The shipyard was subsequently sold and is now operated by Keppel Philippines.

We are pleased to announce that we recently won an order from Keppel Philippines for their yard at Batangas, for a gripper jack skidding system for the horizontal ship transfer from the Bardex shiplift. Our order includes for engineering additional strengthening to the ship carriages and bogies to ensure safe operation.

The photo at right shows a vessel raised to ground level by the Bardex shiplift and ready to be transferred longitudinally to repair facilities.



UK

In 1975, we installed gripper jacks on the Heather drilling/wellhead platform in the North Sea and now, after more than 35 years operating, we have received an order for a replacement gripper jack.

Skidding Systems for Shipyards

Bardex has been supplying the shipyard industry since the early 1960's. Bardex developed its particular design of shiplifts utilising multiple linear chain jacks as a safer and more reliable way of raising/lowering the shiplift platform and our gripper jacks are used for transfer and load out of vessels, modules and jackets.



Last year we supplied a Load Out and Recovery System ("LORS") to a new yard in the Middle East which is being developed to build jack-up rigs and offshore structures as well as build and repair ships. The LORS will be handling the maximum shipyard design load capacities up to 13,000 tonnes in weight and it comprises two sets of hydraulic gripper jacks each capable of exerting a horizontal push or pull force of up to 650 tonnes. Each gripper jack unit is supplied from a diesel engine powered HPU. This photo shows the system after Factory Acceptance Tests and ready for shipment from our Goleta manufacturing plant on the west coast of California.

As well as jacket load out, our gripper jacks are also used for jacket launch. The largest system we have supplied was designed to load out 30,000 tonne jackets and the two accompanying photos below show these huge jackets. You can get a better idea of size when you see the red London double-decker bus in the foreground of the picture at left.



Not all shipyard skidding systems are large, for example, we supplied gripper jacks of just 100 tonne capacity for use at the British Royal Navy Dockyard at Devonport in the U.K. to skid a Reactor Access House over nuclear fuelled submarines as a step in the process to change out spent fuel rods.

Editor: Stephen G. F. Jones (sjones@bardex.com)

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For any information about Bardex, or if you have any comments you'd like to share with us, please contact us at one of these addresses:

Bardex Corporation,
8203 Willow Place Drive South,
Suite 560,
Houston,
Texas 77070,
Tel: +1-832-912-8300
Email: lreed@bardex.com

Bardex Corporation,
6338 Lindmar Drive,
Goleta,
California 93117,
USA
Tel: +1-805-964-7747
Email: alangois@bardex.com

Bardex (UK) Ltd.,
5 Buckingham Place,
Bellfield Road,
High Wycombe,
Bucks, HP13 5HW
UK
Tel: +44-1494-464138
Email: sjones@bardex.com