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May 2010

## Welcome!

Dear Customers,

This month we have collected a few articles from our Yard Equipment Maintenance (YEM) division. YEM is not only playing a vital role in our contractual obligations towards our customers being mainly the container terminals, but also within our group being responsible for the empty handlers we are employing in our depots.

For our container repair services we have initiated several projects which will assist us in providing more and simple capacity to our customers, and for that we will also need YEM to assist us internally to ensure our handling equipment is run optimal and to maximum capacity. We will in details come back to these new projects as we roll them out in China.

As mentioned in our last newsletter, 2010 is still challenging but we see an optimistic market development and you our customers also have reported improved earnings.

We will from our side continue to look for expanding in capacities, faster handling in actual repairs and processes associated with the repairs, and in general continue to take costs out of our operation and become more efficient.

We have in 2010 signed up with several old and new customers and it is very gratifying to see that several of our customers are using our geographical spread to sign up for several locations in one agreement.

This is a definite strength in the market and we welcome you to contact the writer for further discussion to use one or several of our 70+ repair locations which are in work in Asia. For areas outside Asia we are also able to connect you to one of our many sister companies also specializing in container repairs.

We are looking forward to serve you.

Yours faithfully,

Paul Erik Andersen  
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## Structural Failure Causes Concerns...

Brigantine has a long history in providing maintenance & repairing services to depot equipment, such as Reach Stacker, Top Lifter, Side Loader and Forklifts amongst others.

More threatening than most of other equipment faults and breakdowns, structural failure of these equipments can impose huge risks to the safety of the operations.



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Cracking is commonly found on these mobile equipment units due to the following reasons:



### 1.High mobility and manoeuvrability

They are used to travel longer distance, with higher speed and have to engage tight turns with large loads. Such kinds of frequent movement and various loads are the main cause of extreme wear and tear and/or cracking.



### 2.Tough environment and work condition

A number of these machines are run on unpaved ground, even though they are not designed to do so. It is common to see the depots located in rural areas or places where surfaces of the ground are not paved. Those tough working environment will cause some unnoticeable problems of the equipment due to the irregular/uneven stress on the structure.

### 3.Lack of regular and professional M&R service

A periodic and professional Maintenance and Repair will reduce 85% unexpected problem and failures for the machines. Brigantine Equipment Maintenance & repair team is able to address the third issue and ready serve our clients anytime anywhere. In addition to the services that we can offer for structural inspection and testing, we also provide our preventative maintenance, breakdown repairs, overhaul service to various depots operating in China;

If you are interested in receiving more information on our depot mobile equipments maintenance and repair service, please contact the business manager Mr. Yuen, Lun Cheong on [+852 3765 7850](tel:+85237657850) or Mr. Wang Guan on [+86 755 2527 9646](tel:+8675525279646). We are looking forward to working with you in near future.

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## When the Unexpected Happens – A Boom Articulation Replacement Job Sharing



Our Equipment Maintenance Department received a repairing contract earlier this year to replace the boom articulation pin and bush on a goose neck quay crane in Hong Kong. We were provided with the working procedures to follow and expected to complete the work within seven consecutive working days.

We did a large amount of preparation work, including the erection of the block and tackle system for transferring material between the working area and the quay deck, setting up of the working platforms and fixing the jigs for pin extraction. Everything went smoothly and as planned during the first three days.

Troubles came to us when we were going to extract the pin, after we finished the preparation work. As stated in the procedures, the boom can be leveled, in both vertical and horizontal directions, jacked by two 50-tonnes capacity hydraulic jacks at the chosen position, but it turned out that the jacks had no effect against the weight of the boom when we tried. The hinge pin was squeezed by the weight of the boom and it was impossible to move it even one millimeter.

The time kept slipping away, and the terminal engineering staff and we went through many other options to look for the best solution to solve the problem but only in vain. So, we decided to start trying with a 250-tonnes capacity hydraulic jack and it finally worked. The pin was able to be extracted inch by inch. However, before we could celebrate the success; the boom stopped moving after few centimeters and showed no signs of further movement.

The pin was caught by the seriously worn bushing, so without cutting the bushing open, it is impossible to take the pin out. However, the traditional oxy-acetylene flame cutting or carbon air arc gouging is not efficient for the job, and after many technical discussions, we decided to deploy the termite cutting tool which uses pure oxygen and aluminium cutting rod that speed up the process. After the pin and bushing were removed, the rest of the process was completed according to our plan.



This is only one of the many typical cases that demonstrates how we are used to facing unexpected set backs happening in our work and problem solving with our knowledge and skill. We strive to find out any possible solutions to resolve the problem in the shortest time, which is also our commitment to the customers.

Every problem is an opportunity for learning. Taking each of these opportunities, our problem solving competency has increased and our practical experience has been enriched. If you are interested in receiving more information about our service, please contact the in-charge manager Mr. Yuen, Lun Cheong on **+852 3765 7850** or Mr. Wang Guan on **+86 755 2527 9646**. We are looking forward to working with you in near future.

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## Brigantine Services: Your One-Stop EMR Shop in Xiamen



After the official opening of Brigantine -Zhengye Depot in Haicang last December 2009, the Zhengye Reefer Repair Shop and Baohe depot facility development immediately followed suit.

Brigantine-Zhengye off-dock depot and repair facility compliment Brigantine's on-dock repair service operation in Xiamen Songyu Container Terminal (XSCT), making Brigantine the first full-service, on-dock and off-dock EMR service provider in Xiamen.

Brigantine-Zhengye depot is a fully-paved, 60,000 square meters area with sixty (60) dry repair slots and thirty-six (36) reefer plugs.

We are happy to announce that Brigantine-Zhengye foaming facility is now fully operational. The reefer shop is capable of doing major body repairs as well as periodic reefer unit maintenance. The daily Pre-trip Inspection (PTI) capacity is 70 units.

Brigantine's new Baohe depot service is located just outside XSCT terminal. The 50,000 square meter depot specializes in storage, cleaning and servicing of import-stripped waste paper and scrap plastic containers. Baohe depot is ready to service you.

Brigantine is currently developing its' first Xiamen Island facility, details of its start of operation date will be announced soon.



Brigantine aims to provide customers with economies of scale, high equipment availability and quality service through its' wide network of facilities covering the Asia Pacific Region.

For more information on Brigantine Xiamen services, please visit [www.brigantinegroup.com](http://www.brigantinegroup.com) or contact Mr. Max Ye at +86 138 5007 7685.

