

Pan-Asia Coverage of Container Sales

With our accumulated experience and global network in shipping and container industry, Brigantine's container trading business has covered Mainland China, Hong Kong, Taiwan, South-East Asia, Oceania and India. Our Pan-Asia sales coverage enables us to provide a convenient sourcing channel, diversified product variety, extensive pick up locations as well as cost saving solutions to customers.

Brigantine specializes in sourcing and supplying the best quality containers to fulfill customers' needs, from all kinds of standard intermodal containers to multi-functional containers, sold at competitive price and in any quantity.

Our wide range of products includes:

- New built ISO containers from leading manufacturers
- Second hand cargo worthy containers repaired by qualified repairing teams and professional technicians
- Tailor made new / used containers as per user's requirements and specifications
- Used "As Is Where Is" containers from ex-shipping and ex-leasing lines
- Special or converted containers such as Prefabricated and Mobile Office containers for domestic usage

Visit our website www.brigantinegroup.com for online product enquiry!

If you are interested in our products or have any inquiries, please contact our dedicated Container Equipment Trading team at +852 3765 7780 or gcabrgcet@brigantinegroup.com.

Welcome!

We are pleased to introduce our third themed e-newsletter.

Each month offers a snap shot into different aspects of Brigantine's various business activities. This month we are focusing on our Container and Equipment Trading division, which is able to provide customers with new and second hand dry and reefer equipment, as well as prefabricated container products such as field office sites/housing.

Due to numerous recent high profile piracy attacks in the waters off of Somalia, our Marine Services division has also launched passive anti-piracy protection system for both ship and crew.

Brigantine is also proud to announce our entry into the India container repair market via a partnership with Admec, a member of the Transworld Group.

We thank you, our valued customer and business partner, for your on going support.

Yours faithfully,

John Brennan
Managing Director

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Premium Prefabricated Housing Container

Brigantine Group has commenced sales in prefabricated accommodation units to provide cost effective solutions for your leisure or business needs. Prefabricated accommodation units are available (with separate delivery) in forms of kitchens, ablution, accommodation, offices, etc.

Being easily transportable in the constructed state or as a nested pack of four (transpack), prefabricated accommodation units allow easy and quick distribution by sea, road or rail. These constructed 20'HC units also align with ISO 20'GP measurements, thus there will be no additional shipment cost when they (in transpack) are transported to any part of the world by sea.

Built with insulated polyurethane or mineral wool materials, the constructed unit offers sheltered / protection from the harshest elements. Stackable to three units high, these units can be interlocked to service as a complete office complex or a multi-function site office complete with kitchen, living area and toilet facilities.

Should you require more information or like to have a quote, our Container Equipment Trading team is standing by to serve you at:

Tel : +852 3765 7780
Email : gcabrgcet@brigantinegroup.com



Super Freezer Container Sales

Brigantine Group sells Super Freezer Containers to the second hand market to fulfill customers' multiple demands. General reefer container only provides up to -20°C(-4°F) temperature environment which does not meet the requirement of high value merchandises such as Tuna and temperature sensitive goods. Super Freezer Container is able to maintain the temperatures at as low as -60°C(-76°F) which is indeed an ideal solution for carriage of frozen tuna for Japanese sushi and sashimi market. It keeps the fish as fresh as they were just caught.

Super Freezer Container uses Thermo King machinery parts. The exceptional refrigerant circle cooling system and outstanding patent design decrease temperature to -60°C(-76°F) rapidly. Also, with special built in design used in Super Freezer Container box, the temperature consistency remains stable.

Contact Container Equipment Trading team to get a Super Freezer Container at the right price!

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What are You Doing to Protect Your Ships and Crews from Piracy ?



BRIGANTINE

Brigantine's riding and land based repair teams can economically armor and install an emergency communication radio in an existing ship's space anywhere in the world.

Contact Brigantine immediately for a free ship survey in major far east ports and detailed quotation!

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What are you doing to protect your ships and crews from Piracy ?



Brigantine's Panic Room And engine immobilization Systems ensure the crew is kept safe and the ship is not taken.

If Pirates board the ship, the steps are simple:

1. Immobilize the engine
2. Crew locks themselves in the armored Brigantine Panic Room
3. Crew sends distress call from the Panic room

When pirates realize that they cannot operate the ship, access the crew and that help is on the way.....

The Pirates Leave!

BDCS Starts On-dock EMR Service inside SECT

Providing liners and customers defect-free EMR services in a prompt and cost-effective manner has been one of Brigantine De Well Container Service's (BDCS) major missions since its setup. BDCS' value to its customers lie in its continuous efforts, not only in enhancing service quality, but also helping customers achieve cost-leadership over their competitors.

The container industry has been experiencing worsening economic conditions since last year. Under such market circumstances, BDCS is proving its value to our customers by increasing the scope of our services and delivering tangible savings to its customers.

Shanghai East Container Terminal Co., Ltd (SECT), one of the biggest container terminals in China, is experiencing the same down-turn market. How to maintain and even increase their volume over the terminal is also a question SECT's management asks themselves. By joint efforts between SECT and BDCS, SECT started on-dock container release to shippers and BDCS took up the on-dock EMR service, a necessary supporting function to on-dock container release. On 22 April 2009, BDCS has officially started the on-dock EMR services inside SECT. Both on-dock container release and on-dock EMR services are new to all the customers in Shanghai and east China.



Compared to depot EMR service, on-dock EMR services will bring additional value to the carriers and their customers.

The first benefit is better cost control. For depot repair, liners must have containers trucked into depots from an ocean terminal and then the damaged containers can be repaired. If repairs are conducted on-dock, a repaired container can be directly dispatched to a customer from the terminal, bypassing the need to go to a depot. Thus trucking and lift on/off costs at a depot are saved. It also decreases potential risk of container damage due to less container handling.

Secondly, liners can benefit from a faster equipment turn-around rate. Sound containers in the terminal are released to shippers directly. Damaged containers are repaired within the terminal and then released to shippers. Both will help the liners to reduce the container idle time. The containers can be released to shipper more quickly than in the past and a shipper can enjoy improved equipment availability.

Thirdly, on-dock EMR and direct container release bring more convenience to a carrier's operation. Container handling equipment will travel less distance from ship-side to storage area, and containers can reach the repair area more quickly and become ready for release sooner. Additionally, the EDI will be more efficient and prompt as the process of the container being trucked to the depot is omitted. All of these will assist the liners or container owners in having a better control of their assets.

Lastly, the intermodal services can be improved as well. Empty containers into the hinterland cities or river ports are mainly transhipped in Shanghai, as a major hub port. The on-dock service setup shall facilitate the empty container transhipped into the hinterland area. This in turn will assist the liners to enhance their inland services, and as a result inland shippers shall benefit from higher equipment availability.

As a new service in Shanghai, on-dock EMR and container release service will bring values to our customers. Currently, liners such as K Line, MSC, Maersk, YML and SITC have accepted or are in negotiation with SECT and BDCS for on-dock services. BDCS will continue to add value to more and more customers, using the benefits from the on-dock EMR services.

Please contact Mr Tony Tang for BDCS on-dock EMR service:

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Brigantine Docks in India



(Left to Right)

Mr Norman Fernandez, Mr Hans-Henrik Hansen, Mr John Brennan,
Mr S. Mahesh, Mr Shyam Manjrekar, Mr V. Ramnarayan



Brigantine first sailed for India way back in January 2008, embarking on a mission to firmly plant its impression on shores of India. This mission, although challenging, witnessed peaks and lows on trade, uncertainty, organizational changes, and of course innovative strategy shifts.

Despite these challenges, a Joint Venture Agreement was signed on 12 March 2009 in Mumbai, India, to plant the Brigantine flag in India. This Joint Venture Agreement with a leading Indian Shipping and Marine organization, the Transworld Group, heralds the group's entry into the Indian Sub-continent. The JV will cover container repairs and initially be headquartered in Mumbai, with geographical expansion to the whole of India within a span of ten years.

This Joint Venture will also have many "Firsts":

- The First reefer body workshop in India
- The First workshop to use Corten Steel
- The First facility to operate from paved yards

The Venture is expected to go critical in the mid of June in Mumbai and thereafter expand to another location every quarter. The Management team is handpicked from the two organizations for synergies and competencies.

We are available in India to serve you with a personal touch. Please contact:

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Stringent Load Test on Hangerbeam

For a shipping company, a leasing company or a shipper who either provides or utilizes hangertainers, it is always important to choose a reliable supplier who can provide you with good quality Hangerbeams.

As a critical component of hangertainer, the hangerbeam's reliability is crucial for safe transportation of your garments right from the factory to the store or showroom.

Brigantine is your number one choice – we can supply quality hangerbeams tailor-made as per your specification. Our beams are subject to stringent load tests and provided to our valued customers at competitive prices.

Static load tests are generally applied by the industry where a certain load is hung on a static beam for several hours and then the deflection is measured. In Brigantine, we can and do run a more dynamic test to simulate a real journey of hangertainer.

Below is an illustration of such a dynamic test:

- Measure original straightness of the beam, weigh and mark loads (sand in sacks).
- Hang total 1500 kg on the beam, evenly divided, put container on a chassis, drive the container over bumpy road for at least one hour, then leave the container for three hours.
- Remove the load from the beam. Wait for five minutes and then measure deflection, observe if any damage/crack on notch, weld bead, beam etc.



Hangerbeams



Safety Working Load is marked on each beam



Weigh the Sand Bag



Mark the Weigh on the Sand Bag



Hangerbeam status before test - left



Hangerbeam status before test - right



Measuring before test



Hang the sand bags onto the beam



Driving on a chassis for minimum one hour



Maintain in hanging condition for 3 hours



Unloading



Measuring after test



Hangerbeam after test—left & right—no deflection, no sign of damage/crack on notch and weld bead



Please contact Ms Florence Huang for high quality hangerbeams:

Tel : +86 755 2527 9996

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Improve Repair Quality with Use of Hempel Paints

Being Hempel's agent, Brigantine does not only sell products but also provides value added service to our customers via various technical knowledge sharing.

In this issue, we would like to share our ideas on how to improve our repair quality.

SPECIAL DEPOT REPAIR PRODUCT OF HEMPATEX HI-BUILD 46410

HEMPATEX HI-BUILD 46410 has a special anti-rust pigment, with a protective function against rusting caused by a dissociation of a phosphoric acid radical ion to create the passive film with other pigments to form ion cross-linked into a complex network. It's resistant to salt water, splashes of aliphatic hydrocarbons, animal and vegetable oils.

HEMPATEX HI-BUILD 46410 is a physically drying high build paint with good color retention which can be a self primed repair and touch-up coating for containers as well as other cases where a fast and economic repair job is desired.

HOW TO IMPROVE OUR REPAIRING QUALITY

✔ Do Proper Steel Surface Preparation Work During Repairing

The protective value of a coating system is proportional to the cleanness of the surface of the substrate it applies to. Experience tells us that 85% of all paint failures can be traced back to insufficient surface preparation.

It is very important to remove any substance such as rust, soluble salts, loose old painting system, dust, oil and grease down to the direct steel surface to avoid detriment to the performance of repairing paints.

✔ Check Working Environment Frequently, i.e. Microclimate Measuring

Since most of repairing places are in open air or just under a canopy facing various weather conditions such as high humidity, fog and mist, there can be water condensation on a steel/repairing surface during repairing application at high humidity.

Principle of when/how water condensation will be on a steel/repairing surface:

Dew point

The dew point is the temperature at which the humidity (water vapour) in the air condenses and settles as moisture on the substrate. Condensation forms a water film on the surface and this will be detrimental to the performance of a coating system if it occurs on a surface right before or during application/drying.

If the surface to be painted has a higher temperature than the dew point, there will be no risk of condensation. Practically the surface temperature should be at least 3°C higher. If the temperature of the surface is lower than the dew point, condensation will certainly occur and painting should not take place.

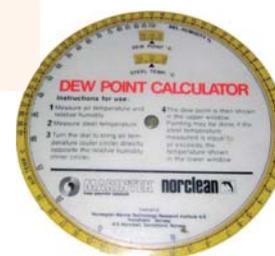
Equipment needed



Equipment 1: Sling psychrometer as shown below (or other similar meter)



Equipment 2: Steel surface temperature gauge as shown below (or similar meter)



Equipment 3: Dew point calculator as shown below (or similar meter)

How to determine dew point?

Using a sling psychrometer, you can get wet temperature and dry temperature. Finally, you can get relative humidity % from calculator on sling psychrometer.

Using a steel surface temperature gauge, you can get real steel surface temperature readings.

Using dew point calculator, you can get dew point reading. Based on steel surface temperature reading and dew point reading, you can get a conclusion to make decision on applying paint or not.

It is a little bit complicated but we have to let operators know when they can and cannot do a painting application so as to obtain a high repairing quality.

✓ Dry Film Thickness (DFT)

DFT

As you may know, the main function of having enough dry film thickness sprayed during repairing, is to form a “wall” to block moisture/water going into the steel surface. If the dry film is too thin, it will result in premature rusting.

We equip our depots with dry film thickness gauges to ensure a sure proper dry film thickness is reached after repairing.

Method of painting application

There are two main painting application methods used in depot - by brush or air spray. Brush application generally requires a much greater skill from the operator than other application methods. Air spray painting application with low pressure and mist-like atomization of air spray, enables the skilled operator to achieve satisfied finishes relatively easier – even dry film thickness & smooth film formation.



No matter if it's done by brush or by air spray, it needs to reach the required dry film thickness of paint for good performance to protect steel from corrosion.

Should you be interested to know more or have any queries, please contact Ms Florence Huang:

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