



4 PACK AND 2 PACK CARGO TRANSPORT RACKS

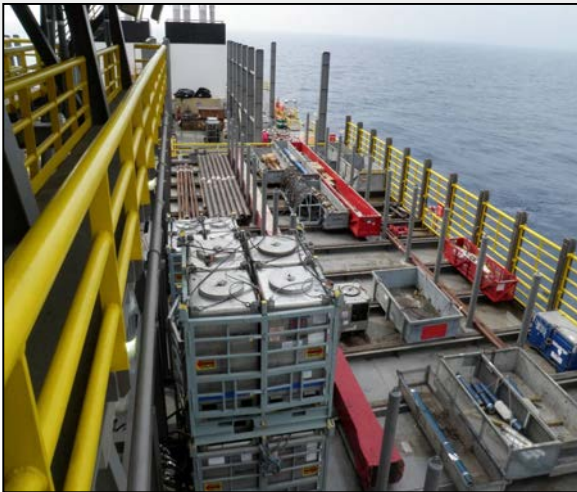
- *75% Less Lifts*
- *Totes don't need to be removed for filling/draining.*
- Prevents Damage to Totes with Safety Cage
- Full Drip Pan
- Holds Twice the Fluid Volume Compared to an MPT Using Same Deck Space
- Stackable

Say Goodbye to Deck Clutter - Before and After

Before



After



Features

- **Single Lift for Multiple Totes**

- Safer and more efficient
- FULL Integration with CST

- Prevents Damage to Tote with Safety Cage

- **Full Drip Pan**

- Holds Twice the Fluid Volume Compared to an MPT Using Same Deck Space
- Allows Combination of Fluid Transportation

- Load Tested and Weld Certified

- High Quality

- Fork Lift Accessible

- Can be loaded with Totes by forklift or crane

- Patented

Dimensions and Specs

4 pack transport racks: The racks are 9' long, 8' wide and 8' tall to the top of the stacking pads. The tare weight of a 4 pack transporter is 4,500 lbs. All racks have solid drip pans and discharge ports. The racks are built to allow discharging fluid from a tote tank direct to the mud pits.

The tote does not have to be taken out of the rack to discharge the tote fluid. The racks are designed to hold a maximum of 42,000 lbs. All racks have double doors on two ends to provide easy loading with a forklift or spotting a tote in the rack from a crane. The racks can be stacked which allows more deck space to be utilized on the rig.



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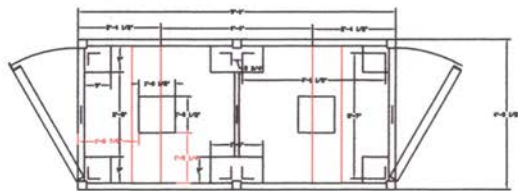
2 Pack Transport Racks



4 Pack Transport Racks - Stackable to save valuable deck space

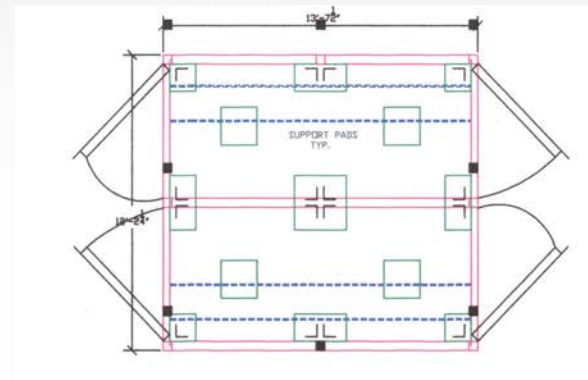


2 Pack Mechanical Drawing



Two, inward-swing doors

4 Pack Mechanical Drawing



Four, inward-swing doors



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New Drip Pan Drain System



New Drain System: You spoke and we listened. Select racks have integrated stainless drip-pans with a 2" camlock/discharge to allow for easy cleanup after spills.

Fall Protection Available on Select Racks



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United States
PATENT # 6,983,704

Offshore Cargo Rack

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Ness

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(45) Date of Patent: **Jan. 10, 2006**

(54) **OFFSHORE CARGO RACK FOR USE IN TRANSFERRING PALLETIZED LOADS BETWEEN A MARINE VESSEL AND AN OFFSHORE PLATFORM**

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(58) Field of Classification Search **108/55.3, 108/55.1, 55.5, 51.11, 57.2; 206/600, 386, 206/595; 211/59.4**
See application file for complete search history.

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(57) **ABSTRACT**

A cargo rack for transferring loads between a marine vessel and an offshore marine platform (for example, oil and gas well drilling or production platform) provides a frame having a front, a rear, and upper and lower end portions. The lower end of the frame has a perimeter beam base, a raised floor and a pair of open-ended parallel fork tine tubes or sockets that communicate with the perimeter beam at the front and rear of the frame, preferably being structurally connected (e.g., welded) thereto. Openings in the perimeter beam base align with the forklift tine tubes or sockets. The frame includes a plurality of fixed side walls extending upwardly from the perimeter beam that include at least left and right side walls. A plurality of gates are movably mounted on the frame including a gate at least at the front and at least at the rear of the frame, each gate being movable between open and closed positions, the gates enabling a forklift to place loads on the floor by accessing either the front of the frame or the rear of the frame. Each gate can be pivotally attached to a fixed side wall. The frame has vertically extending positioning beams or lugs that segment the raised floor into a plurality of load-holding positions. Each load holding position has a plurality of positioning beams or lugs that laterally hold a load module (e.g., palletized load) in position once a load is placed on the raised floor.

29 Claims, 5 Drawing Sheets