



September 3, 2014

A trip to Argentina – The Cryobox

We broke all records for the fastest business trip. New York-Buenos Aires is 5,500 miles. The airline crew flew down and while they rested we have 2 full days of meetings and then we returned back to New York with the same crew. No matter what, it was great to finally see the Cryobox working and actually working very well.

The seven Cryobox units are located in San Vincente, a town in the outskirts of Buenos Aires.

The site is approx. 10 acres but the seven Cryobox are located in an area of 50' by 100'. The 2 large tanks cover a similar footprint and can store 2 days of LNG production, 110,000 gallons. The rest is allocated to the transfer of the LNG to the trucks that refuel the Buquebus ferry.

The security entrance is approx. 200' away from the Cryobox units. When we arrived at the security check point we could not hear anything but they told us the Cryobox units were producing LNG. Even when we walked by the units the level of noise was so low that we were able to discuss their features without shouting.

Three trucks were on the property. One of them was filling the tank and it move out in approx. 30 minutes.

Only 1 person was supervising the entire operation with 7 Cryobox units; not too bad for a total production of approx. 55,000 gallons of LNG per day. Back in the office Galileo engineers remotely control the performance of all the Criobox through the SCADA system. All critical parameters are under control 24/7.

The Ferry

Lopez Mana was the original name of the ferry until Cardinal Bergoglio of Argentina became Pope Francis. The name was changed to Francisco.

After leaving the LNG plant we went to the Port of Buenos Aires with the idea of taking some pictures of the Ferry and then go to the office. The Buquebus personnel was so kind to invite us on board and our planned short visit turned out to be over 1 hour. We visited the ferry from top to bottom.

Francisco runs on natural gas. The LNG produced in San Vincente is trucked to the port and loaded onto the ferry.

The Captain office looks like a major control center with computer screens everywhere and the rudder is managed by a small wheel approx. 3" inches in diameter.

The best part of the visit was going under the main deck. Francisco is really a high tech ferry. It can fly over water. The distance between Buenos Aires and Montevideo in Uruguay is 110 miles and Francisco makes it in just over 2 hours. That is fast!



I knew that Francisco uses the same engines used in aircrafts but still it was surprising to see 2 jet engines installed on either side of the hull.

An evening in Argentina could not finish without a tasty steak and a great bottle of Malbec.

One more reason to come back.

The LNG plant in San Vicente from the security entrance



The transfer area





The 7 Cryobox



The buffer tanks -2 day stock





The Cryobox

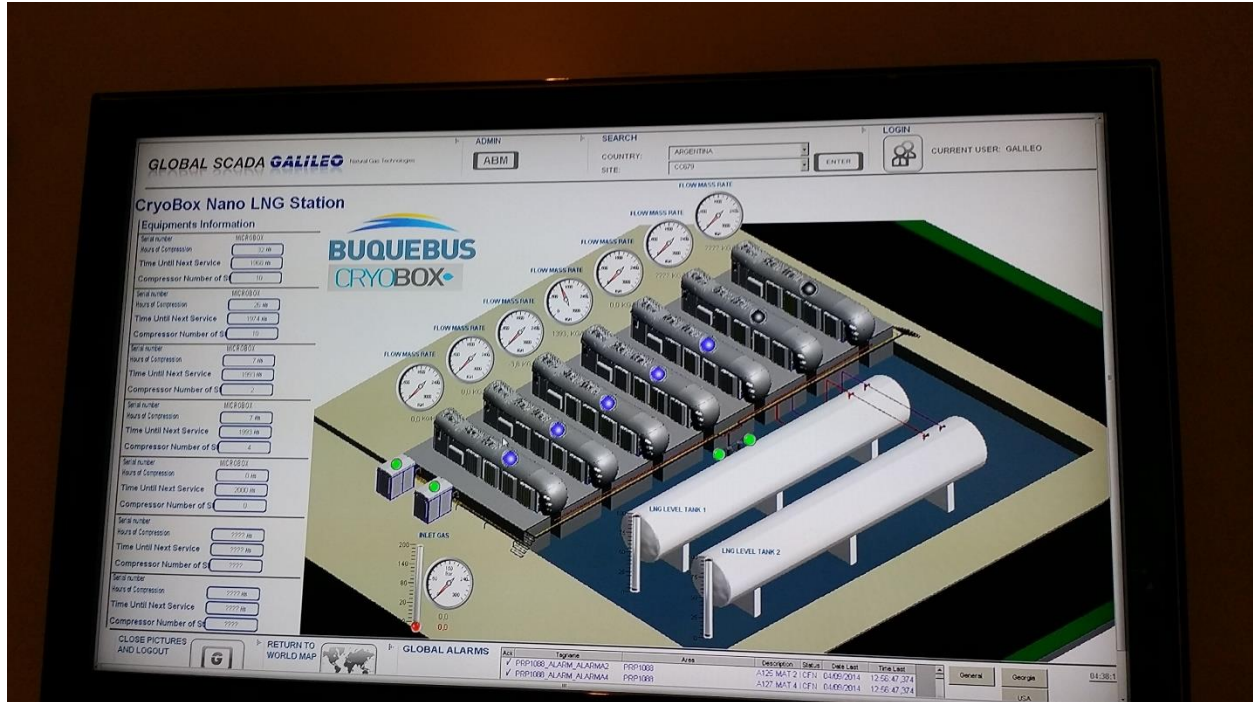


Truck filling at the transfer area





The SCADA system monitors the performs of the Cryobox 24/7



The Ferry - Before

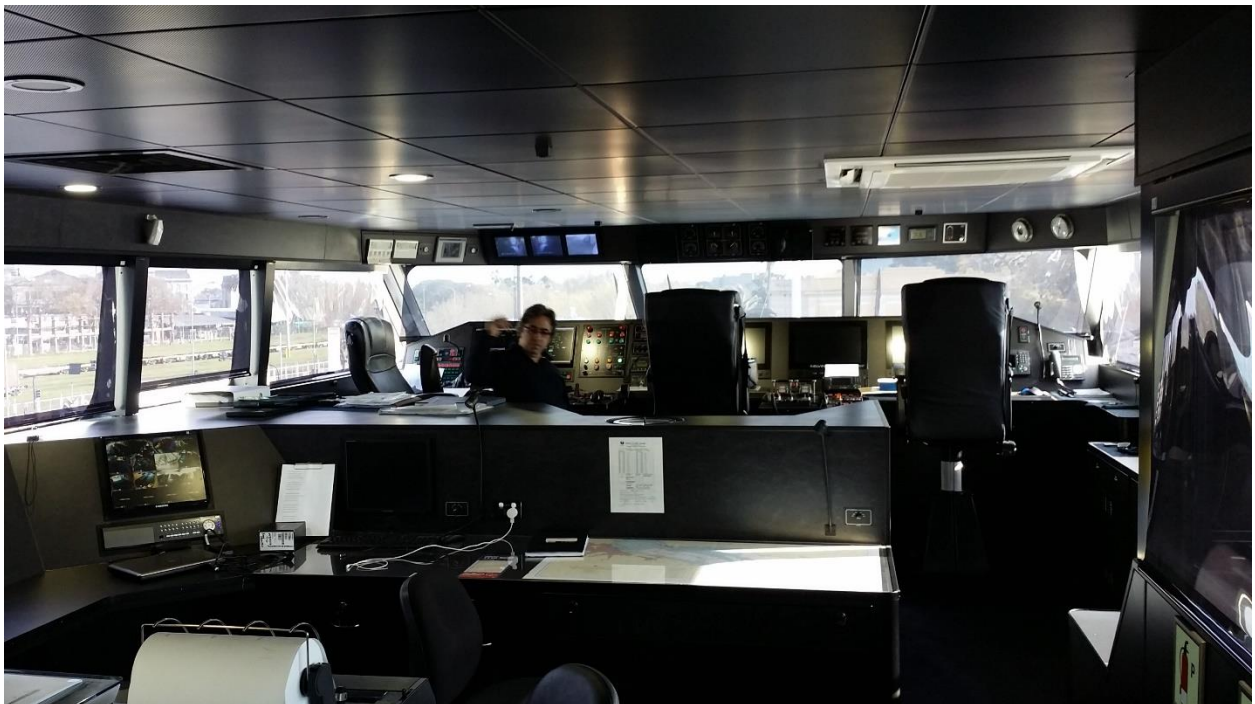




The Ferry after Pope Francis



The Deck





The little wheel is very critical



Outside monitoring system





Economy Class



Business Class

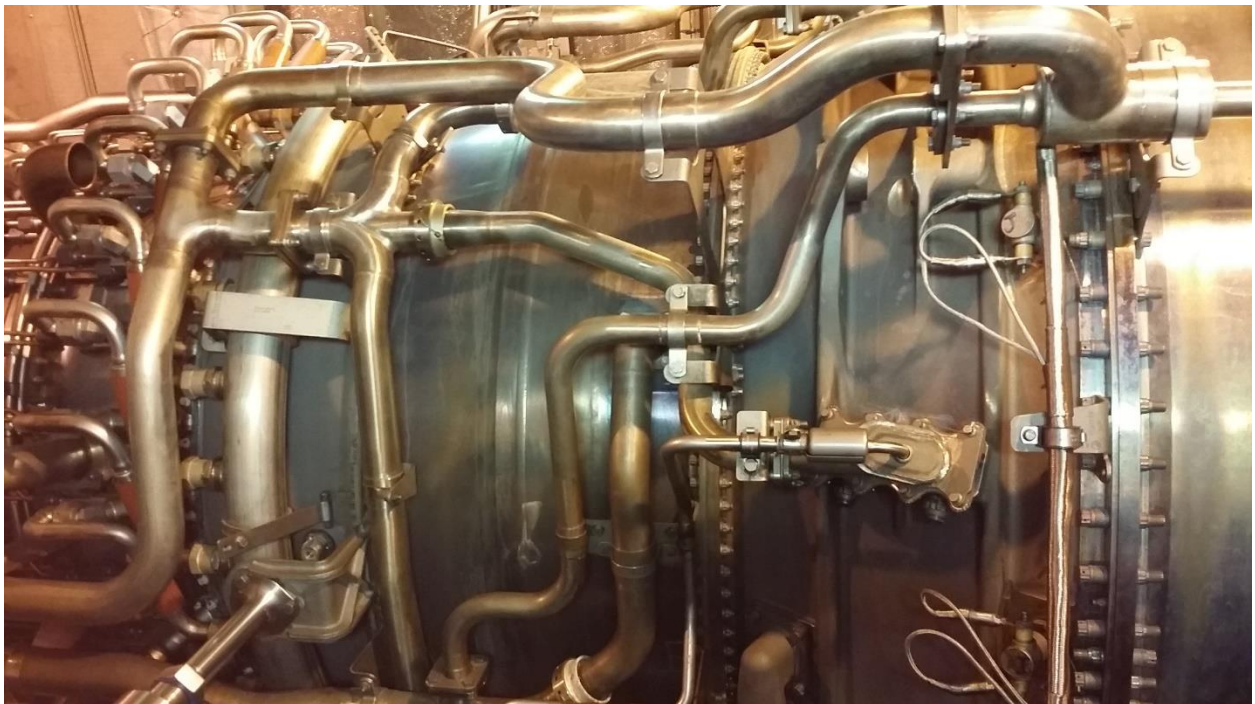




First Class



Ferry propulsion - Aircraft Engines under the deck





Nat Gas Jet Engine

