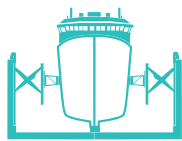


# TRANSFER SYSTEMS



FastDocking™



Syncrolift



Service



[www.syncrolift.com](http://www.syncrolift.com)

# Transfer Systems Installations

Syncrolift® has installed 54 Transfer systems in 20 countries around the World

Syncrolift® has many years of experience in making a wide range of efficient and solid transfer systems, for ships and yard equipment around the world.

Our experience in the field, has given us the expertise that will give your shipyard/project the right transfer system to fully utilise your yard area or work operation.

We have skilled engineers who will design a transfer system to meet your individual requirements, if your project requires customised solutions.



Damen Song Cam PWT



Sepangar Transfer System



Forgacs Multiwheeler



Donghae Rigid Transfer System



Venice Mose project, Caisson, Transfer System

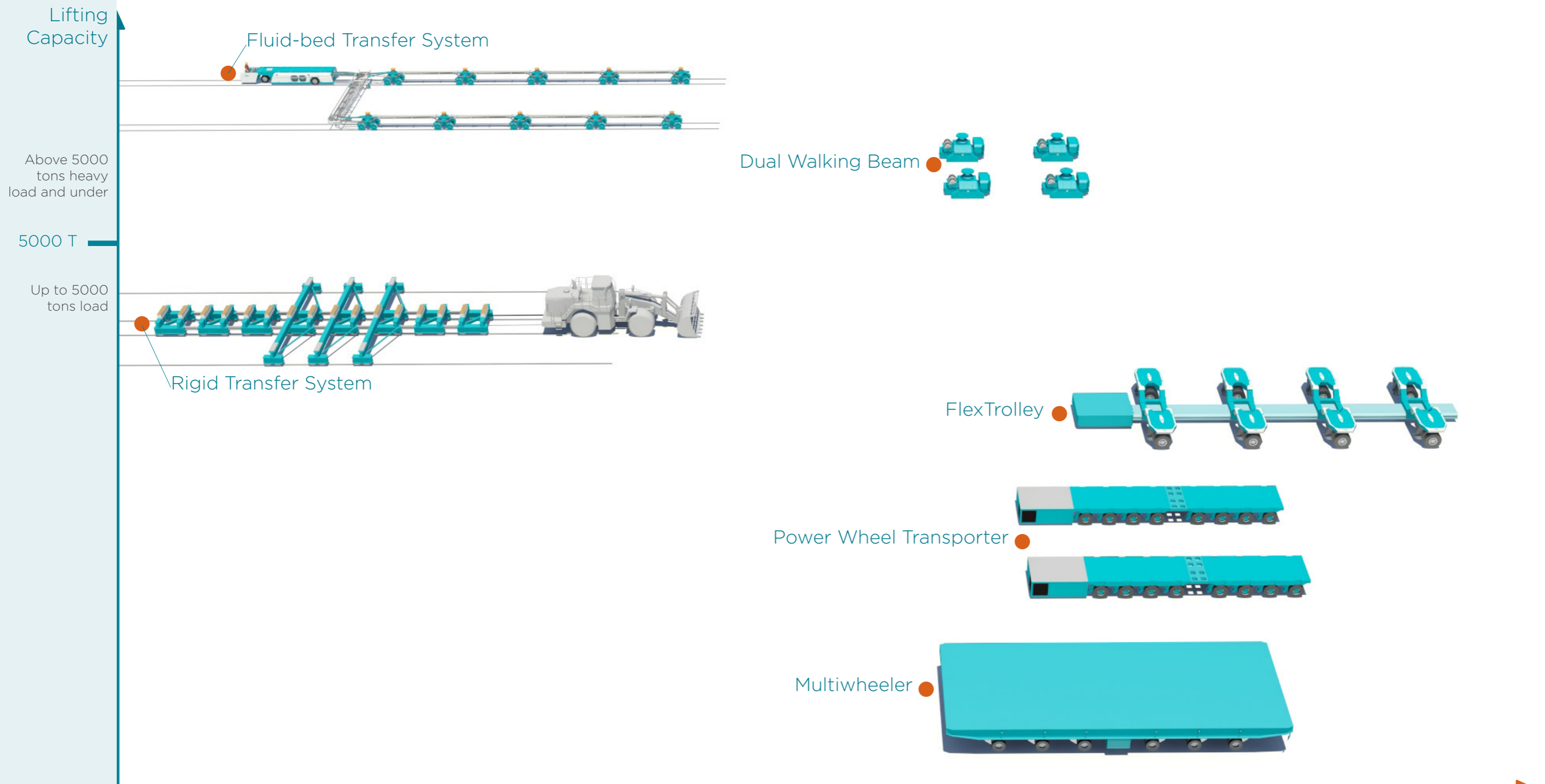


DCAN Cherbourg France, DWB



Stralsund Transfer System

# Flexible and Heavy Load Transfer Systems (overview)



## Lifting Capacity

There are many factors that decide how many tonnes a system can lift, this is a simplified way to show each transfer system lifting capacity. These systems can lift anything from Vessels, Caisson's to offshore equipment.

## Layout / Flexibility

The diagram shows how efficient the transfer system can use the yard area and how easy and fast the preparation before the lift is. Each transfer systems flexibility depends on your yard requirements and needs.

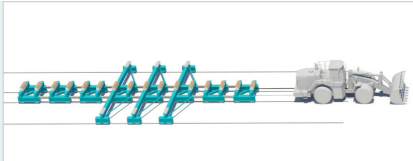
There are 2 main groups of Transfer Systems for ships or other heavy objects, this are:

### 1. Rail systems

These systems are not very flexible, because the rails limit how the system can move on the yard. However, it can lift the most tonnage and can be more cost effective.

### 2. Rail-less systems

This is without rails, and can therefore move more freely around the yard, and have the possibility to use the area of the yard more freely. It can also be more flexible and faster in blocking ships.

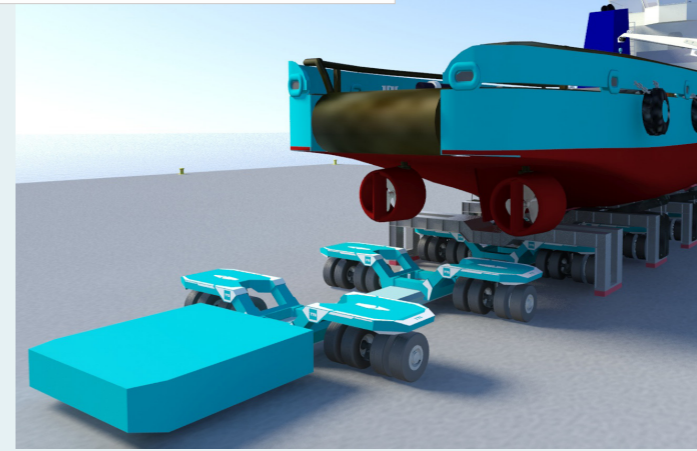
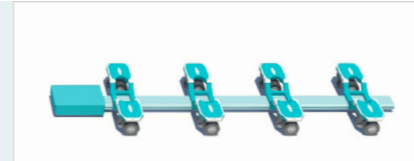


## Rigid Transfer System

Is a steel structure system with no hydraulics, good for ships up to 3-4000 tons.

### Features

- Fluid bed
- Self propelling
- Multi directional movements
- x and y movements
- Lifting/lowering
- Accurate assembly of ship sections
- 100 % hull painting access
- Rail or rubber tyre
- Work load area  up to 3-4 000

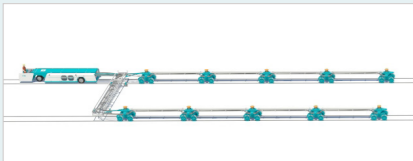
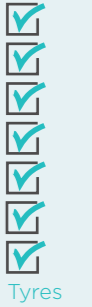


## FlexTrolley

Is a tyre based transfer solution especially built for handling ships, are both flexible in use and transfer.

### Features

- Fluid bed
- Self propelling
- Multi directional movements
- x and y movements
- Lifting/lowering
- Accurate assembly of ship sections
- 100 % hull painting access
- Rail or rubber tyre
- Work load area  up to 5 000



## Fluid-bed Transfer System

This is a high end system, that can safely handle your ship. Has the highest lifting capacity

### Features

- Fluid bed
- Self propelling
- Multi directional movements
- x and y movements
- Lifting/lowering
- Accurate assembly of ship sections
- 100 % hull painting access
- Rail or rubber tyre
- Work load area  up to 40 000

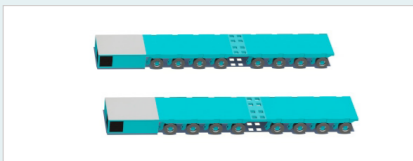


## Multiwheeler

Can transfer most objects, and can be assembled together to lift ships.

### Features

- Fluid bed
- Self propelling
- Multi directional movements
- x and y movements
- Lifting/lowering
- Accurate assembly of ship sections
- 100 % hull painting access
- Rail or rubber tyre
- Work load area  up to 2 700 tons



## Power Wheel Transporter PWT

The system has low forces on the ground. Can be assembled to transfer ships.

### Features

- Fluid bed
- Self propelling
- Multi directional movements
- x and y movements
- Lifting/lowering
- Accurate assembly of ship sections
- 100 % hull painting access
- Rail or rubber tyre
- Work load area  up to 3 000



Power pack on wheels



Power pack on rails

## Power Pack

Every transfer system, except the Rigid system, is self propelled. The Power Pack provides the power required to operate the transfer system, so it can move and lift ships.

The pictures to the left show the Fluid-bed transfer system power trolley. This is a stand alone Power Pack car that has it's own drive and steering. For PWT and Multiwheelers the Power Pack is integrated into the Transfer system.

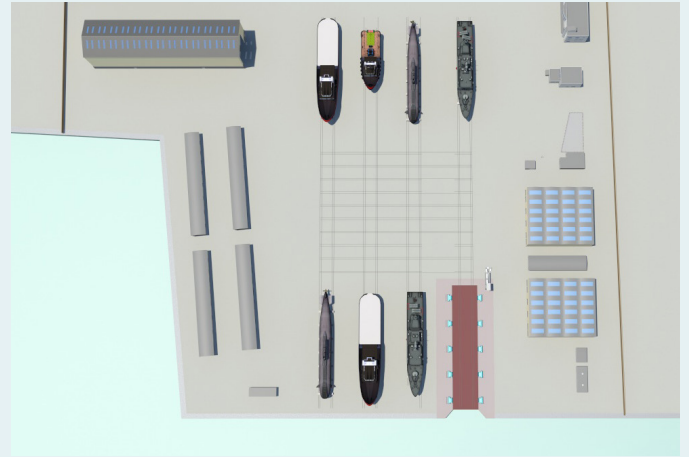
The Fluid bed transfer system can either have it's own Power Pack on rails (left), or on rubber tyre wheels (left, up). The Power Pack on tyres is more flexible to use, than the Power Pack on rails.

## Layout

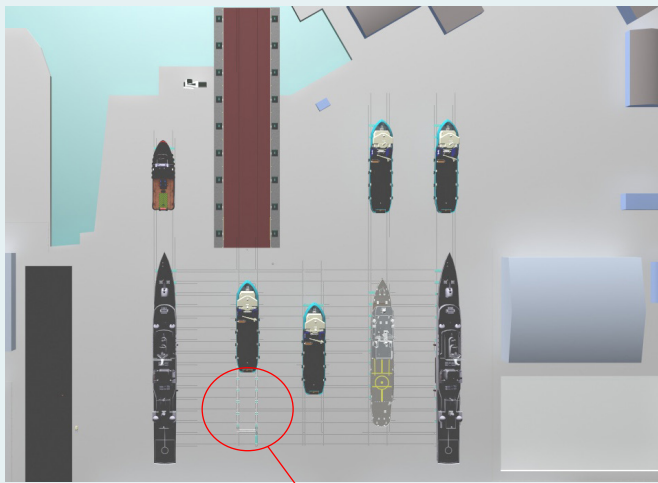
A yard layout should be designed to maximize the number of vessel it can dry dock, while keeping it's flexibility to dock/undock ships.

The two images below, show the same shipyard with rails and tyres. In this case the layout with the transfer system on rails blocks in other ships. With the transfer systems on tyres, you can access all ships in the layout.

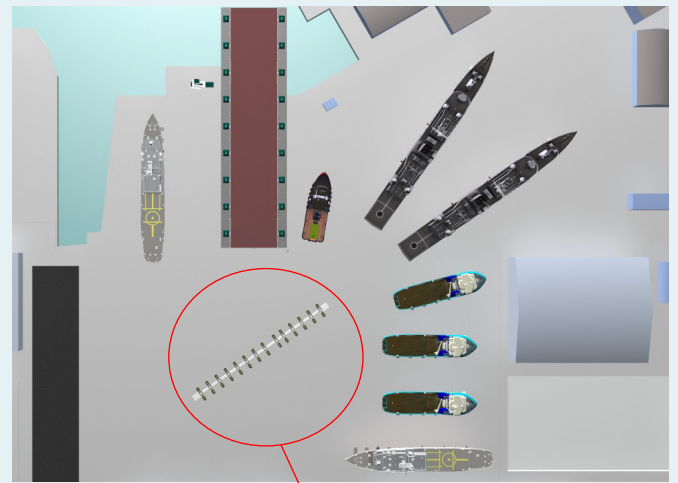
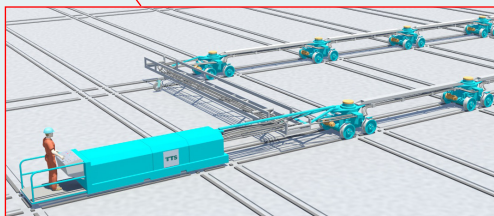
In the image to the right, you can see an example of a rail layout where all ships can be accessed. It depends on the space accessible on your yard if you should choose rails or tyres, our expertise is here to help you



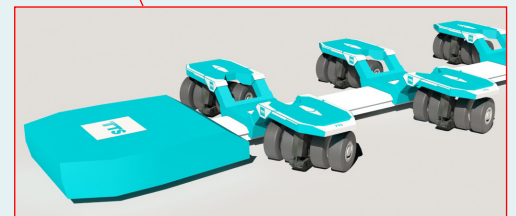
Example Layout Rails



Layout Rails

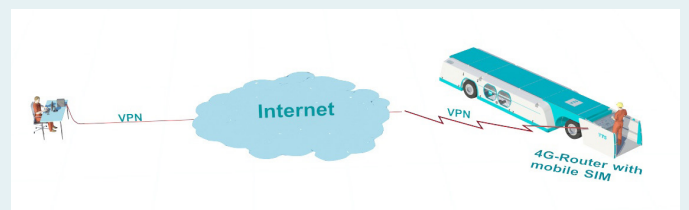


Layout Tyres



## Aftersales and Technical Support

In addition to providing training, upgrades and parts, Syncrolift® can offer service programs ranging from full service & maintenance programs or simply offering remote access from the Syncrolift® office.



Remote secure access for fast as-

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