

#### CONTINUING THE LEGACY THAT CREATED THE MODERN SHIPLIFT.....

### F R $\mathbf{S}$ $\bigcirc$ $\mathbf{\mathcal{O}}$ Η FΤ $\bigcirc$ O R P O R ATION





### Our Customers

**PEARLSON** SHIPLIFT

### Over 190 Installations in 60+ Countries



# Our History

PEARLSON

SHIPLIF'

IN 2006, WHEN ABEKING & RASMUSSEN (A&R) IN LEMWERDER, GERMANY needed to extend their Syncrolift<sup>®</sup> Shiplift that was designed in 1973 by Raymond Pearlson of Pearlson Engineering Company (PECO), they approached his son, Douglas who was past President of PECO, and asked if he could help. After the two hoist extension was completed in 2007, other Syncrolift<sup>®</sup> shiplift owners requested support for their installations which ultimately led to the founding of Pearlson Shiplift Corporation (PSC) in 2008. Four years later, A&R ordered a second two hoist extension from PSC which was completed on-time in 2013.

Other recent orders include a new shiplift in Houma, Louisiana; a major modernization and upgrade of the 36 hoist shiplift in Lumut, Malaysia; a capacity upgrade with 4 new hoists and a new control system for the shiplift in Gulfport, Mississippi resulting in a 4,640 Metric Ton capacity shiplift; a new shiplift control system in



Solund, Norway; Certification of the US Coast Guard Syncrolift<sup>®</sup> shiplift in Curtis Bay, Maryland and complete replacement, upgrade and modernization of the 7,400 Metric Ton Egyptian Navy's Shiplift in Alexandria, Egypt.

Pearlson Shiplift Corporation is the only company in the world that is devoted exclusively to the design, manufacture and support of shiplift and transfer systems. Our experienced engineering team includes former PECO engineers and technical support specialists that were responsible for designing and commissioning more than 90% of the shiplift systems operating around the world today.

In addition to designing and supplying new shiplifts and transfer systems, more than 190 of the 200+ active Syncrolift<sup>®</sup> shiplift installations around the world have selected Pearlson Shiplift Corporation for their ongoing service and support once they have learned the original inventor and engineers of the Syncrolift<sup>®</sup> system now are part of our team.

Continuing the Legacy That Created the Modern Shiplift...





#### **Raymond Pearlson**

#### Inventor of the Syncrolift® Shiplift Founder of Pearlson Engineering Company

In 1953, while employed by a small Florida shipyard, Raymond Pearlson, a Naval Architect and Marine Engineer, was given responsibility for the construction of a traditional 300-ton lifting capacity boat lift and transfer system. His experience building this facility gave Mr. Pearlson the opportunity to develop and patent an innovative drydocking concept using simple electro-mechanical components. In 1957, Mr. Pearlson built the first Syncrolift<sup>®</sup> shiplift for a nearby shipyard and in 1958, formed his own company, Pearlson Engineering Company, Inc. (PECO), to further the development of his invention. For the next 20 years Raymond Pearlson traveled the world to introduce the Syncrolift<sup>®</sup> shiplift and transfer system to the marine industry. In 1979, he sold his company to Northern Engineering Industries (NEI), a British engineering group that in 1989 became part of Rolls-Royce, plc.

Among the awards received by Mr. Pearlson is the internationally recognized 2002 Elmer A. Sperry Award;

*"In recognition of a distinguished engineering contribution which, through application proved in actual service, has advanced the art of transportation whether by land, sea or air."* 



#### **Douglas Pearlson**

#### Founder of Pearlson Shiplift Corporation

Douglas began working at Pearlson Engineering Company (PECO) in 1967 while attending the University of Michigan. After graduating with a degree in Naval Architecture and Marine Engineering, Douglas joined the firm full time in 1971. He progressed through various positions in engineering, sales, marketing, administration and management. In 1973 he established PECO's European office in London. After returning to Miami in 1975 he was promoted to Executive Vice-President and became General Manager in 1978.

In 1979, following PECO's acquisition by Northern Engineering Industries, he was promoted to President of Pearlson Engineering Company and named to the Board of Directors of NEI Clarke Chapman Ltd. During his tenure as President of PECO, Douglas was responsible for the design, installation and ongoing servicing of shiplifts, caisson lifts, ferry ramps and transfer systems in over 60 countries, including two 25,000-ton shiplifts and transfer systems for nuclear submarines in England and Scotland.

In 1990, after leaving NEI, Douglas co-founded Pearlson & Pearlson Incorporated, a shipyard consultancy specializing in drydocking and transfer systems. In 2008, when Rolls-Royce closed the Miami headquarters of Syncrolift<sup>®</sup> Inc., Douglas founded Pearlson Shiplift Corporation and recruited his team of former PECO shiplift engineers and technical support specialists to respond to requests from Syncrolift<sup>®</sup> owners and operators to expand and support their shipyard and ferry ramp facilities with new shiplift equipment, spare parts, training and inspection services.

Douglas Pearlson is a member of the Society of Naval Architects and Marine Engineers, the University of Michigan's NA&ME Advisory Board and a former member of the Sea Foundation of the University of Miami's Rosenstiel School of Marine Sciences. He serves on the Dry Dock Standards Committee of the Coasts, Oceans, Ports and Rivers Institute (COPRI) of the American Society of Civil Engineers.

### Comprehensive Shiplift & Transfer System Solutions



San Pedro, California

PEARLSON

HIDII

PEARLSON SHIPLIFT CORPORATION is a full service company, dedicated to providing the design, manufacturing and support for both new and existing shiplift and transfer system installations worldwide. For over 50-years, our team of shiplift and transfer system engineers and technical support staff have been involved in over 230 installations in over 60 countries, ranging from car ferry ramps to 25,000 ton capacity shiplifts and transfer systems.



*Johor, Malaysia* This shiplift was relocated from San Pedro, California (as shown on opposing page) and reconfigured as shown above.

#### WE ARE THE ONLY COMPANY IN THE WORLD THAT IS DEDICATED SOLELY TO PROVIDING:

- The design and manufacture of new shiplift and transfer systems
- Modernization and upgrade of existing shiplift and transfer systems
- Inspections, support and spare parts for both new and established shiplifts and transfer systems



*Tulcea, Romania* 150 M x 26 M; 50 Hoists; Maximum Net Lifting Capacity 9,800 Metric Tons; Maximum Distributed Load (MDL) = 65.3 Metric Tons / Meter

PEARLSO SHIPLIF

#### TWO-LEVEL END TRANSFER SYSTEM



PEARLSON SHIPLIFT



*Las Palmas, Canary Islands* 171.6 M x 30 M; XX Hoists Maximum Net Lifting Capacity = 12,490 Metric Tons Maximum Distributed Load (MDL) = 72.8 Metric Tons / Meter



#### TWO-LEVEL END TRANSFER SYSTEM



Transfer Cradle on top of Side Transfer Carriage (STC)

PEARLSON SHIPLIFT



*Curtis Bay, Maryland (U.S. Coast Guard Facility)* 334 Ft x 55 Ft; Maximum Net Lifting Capacity = 5,310 tons Maximum Distributed Load (MDL) = 15.89 tons / Ft

EARLSO

#### SINGLE LEVEL TRANSFER SYSTEM



Crossover Plate Detail

PEARLSON SHIPLIFT



Singapore, Singapore 97.5 M x 20 M; 16 Hoists Maximum Net Lifting Capacity 3,600 Metric Tons Maximum Distributed Load (MDL) = 36.9 Metric Tons / Meter





*Ismailia, Egypt* 74 M x 20 M; 12 Hoists Maximum Net Lifting Capacity = 2,180 Metric Tons Maximum Distributed Load (MDL) = 29.46 Metric Tons / Meter

### TRANSFER SYSTEM OPTIONS

PEARLSON SHIPLIFT



EARLSO

### TRACTOR TOWED WHEELED CRADLES



### TRANSFER SYSTEM OPTIONS

PEARLSON SHIPLIFT F



PEARLSO Shiplif

#### TRACTOR TOWED WHEELED CRADLES



### TRANSFER SYSTEM OPTIONS





#### SINGLE LEVEL SELF PROPELLED MODULAR TRANSPORTER







*Gulfport, Mississippi* 240 Ft x 65 Ft M; 16 Hoists Maximum Net Lifting Capacity = 4,575 Long Tons Maximum Distributed Load = 30 / 15 Long Tons / Ft

![](_page_11_Picture_4.jpeg)

### Shipbuilding

![](_page_11_Picture_6.jpeg)

*Lemwerder, Germany* 77.5 M x 16.7 M; 14 Hoists

![](_page_12_Picture_0.jpeg)

![](_page_12_Picture_1.jpeg)

*Vancouver, British Colombia* 82.3 M x 21.3 M; 12 Hoists Maximum Net Lifting Capacity = 1,728 Metric Tons Maximum Distributed Load = 20.99 Metric Tons / Meter

![](_page_12_Picture_4.jpeg)

### Ship Repair

![](_page_12_Picture_6.jpeg)

**Dubai** 42 M x 12 M; 8 Hoists Maximum Net Lifting Capacity = 580 Metric Tons Maximum Distributed Load = 13.81 Metric Tons / Meter

![](_page_13_Picture_0.jpeg)

![](_page_13_Picture_1.jpeg)

Miami Beach, Florida Fisher Island Ferry Terminal

![](_page_13_Picture_4.jpeg)

![](_page_13_Picture_5.jpeg)

*Kashiwazaki, Japan* Platform Dimensions of 22.5 M x 18.7 M; 12 Hoists Maximum Net Lifting Capacity = 2,570 Metric Tons Maximum Distributed Load = 114.2 Metric Tons / Meter

### Shiplift Under Construction

PEARLSON

![](_page_14_Picture_1.jpeg)

**Re-Installation of Upgraded Platform** 

![](_page_14_Picture_4.jpeg)

![](_page_14_Picture_5.jpeg)

Platform Main Transverse Beam Installation

# VESSEL BEING DOCKED / UNDOCKED

![](_page_15_Picture_1.jpeg)

*Tulcea, Romania* 150 M x 26 M; 50 Hoists; Maximum Net Lifting Capacity 9,800 Metric Tons; Maximum Distributed Load (MDL) = 65.3 Metric Tons / Meter

![](_page_15_Picture_4.jpeg)

![](_page_15_Picture_5.jpeg)

*Anacortes, Washington* 250 Ft x 75 Ft; 24 Hoists Maximum Net Lifting Capacity = 4,260 Tons Maximum Distributed Load (MDL) = 17.04 Tons / Ft

# Vessel Being Docked / Undocked

![](_page_16_Picture_1.jpeg)

*Curtis Bay, Maryland (U.S. Coast Guard Facility)* 334 Ft x 55 Ft; Maximum Net Lifting Capacity = 5,310 tons Maximum Distributed Load (MDL) = 15.89 tons / Ft

PEARLSON SHIPLIFT

![](_page_16_Picture_4.jpeg)

![](_page_16_Picture_5.jpeg)

Vessel is docked on a special high cradle to allow both the propeller and bow sonar dome to clear the platform during transfer.

![](_page_16_Picture_7.jpeg)

# BOW OVERHANG ON SHIPLIFT

![](_page_17_Picture_1.jpeg)

![](_page_17_Picture_3.jpeg)

![](_page_17_Picture_4.jpeg)

# HOIST MACHINERY

![](_page_18_Picture_1.jpeg)

Totally Enclosed Parallel Shaft Hoist

![](_page_18_Picture_3.jpeg)

Hoists on Pedestals

![](_page_18_Picture_6.jpeg)

![](_page_18_Picture_7.jpeg)

Parallel Shaft Hoist

### Motor Control Center

![](_page_19_Picture_2.jpeg)

![](_page_19_Picture_4.jpeg)

# SHIPLIFT LOAD MONITORING DISPLAY

![](_page_20_Figure_1.jpeg)

PEARLSON

### OPTIONAL WIRELESS REMOTE DISPLAY

![](_page_20_Figure_5.jpeg)

### Our Heritage

PEARLSON

SHIPLIF

#### A Message From the Inventor of Syncrolift®

Syncrolift drydocking and transfer systems can help you improve your efficiency and reduce your operating expenses. The versatility of the system makes it adaptable to shipyards of all sizes. The dependability of operation, proven in over 17 years of successful use, allows you to dock and launch vessels quickly and easily.

Your Syncrolift drydock will require minimum space in your harbor, and the transfer system will provide maximum use of your shore work area. You will find that your Syncrolift requires less maintenance than other drydocking systems and permits you to realize considerable savings in operating costs. The total number of personnel and man hours necessary to drydock vessels with Syncrolift is significantly less than those required by other systems.

All Syncrolift equipment consists of multiples of standard units. This similarity of units, and their accessibility, makes maintenance of equipment a simple matter. Sandblasting and painting of the platform, when required, are accomplished by raising the platform completely out of the water, with the Syncrolift winches, and removing the wood decking to provide access to the steel beam

We, at Pearlson Engineering Company, would like an opportunity to assist you in planning for your drydocking needs. As the world's most experienced manufacturer of marine elevator drydocks, we offer you the benefits gained from our other successful installations. In addition, at no cost or obligation to you, our engineers are available to provide technical assistance anywhere in the world. We would be happy to give you a proposal for a Syncrolift designed to meet your particular requirements . . . again, at no cost or obligation

to you.

Corner Reachon

![](_page_21_Picture_9.jpeg)

![](_page_21_Picture_10.jpeg)

### Since 1958, Our Message and Commitment Have Remained the Same and Will Continue to, For Generations to Come.....

Douglas Pearlson President

Bryw Junt

Bryan Fraind *VP and COO* 

Geely Pearlson Fraind

Kelly Pearlson Fraind Project Manager