

# THE BARDEX CHAIN JACK OMNILIFT™

Lifting shipyards to new heights

**Need help relating  
system size to  
market potential,  
CAPEX, and OPEX?**

Exploring the right questions when planning a new shiplift is essential to success.

But you don't have to answer them alone. Chances are you didn't get to where you are without a mentor – don't assume you'll arrive at the best solution for your goals without a trusted advisor using state-of-the-art data and tools.





6300T OmniLift™ delivered in 2022, France

**OUR PROVEN TECHNOLOGY ADAPTS TO NEW GLOBAL DEMANDS AND CHALLENGES. BARDEX SOLUTIONS CAN SUPPORT MULTIPLE MARKETS WITHIN A SINGLE FACILITY, OPTIMIZING DEVEX, AND MAXIMIZING ROI.**

Need to increase your shipyard's capacity but not sure where to start? Taking time at the very start of shiplift design to understand 6 core considerations of facility design will save you time, money, and avoid costly mistakes.



**Geology** – Controlling overall project costs begins with understanding local geology.



**Geometry** – Is this a new yard with more flexibility in building layout, or are there existing constraints when maneuvering ships to the work areas? Perhaps the channel access has features that affect the layout.



**Target Market** – What types of ships is this shiplift intended to lift?



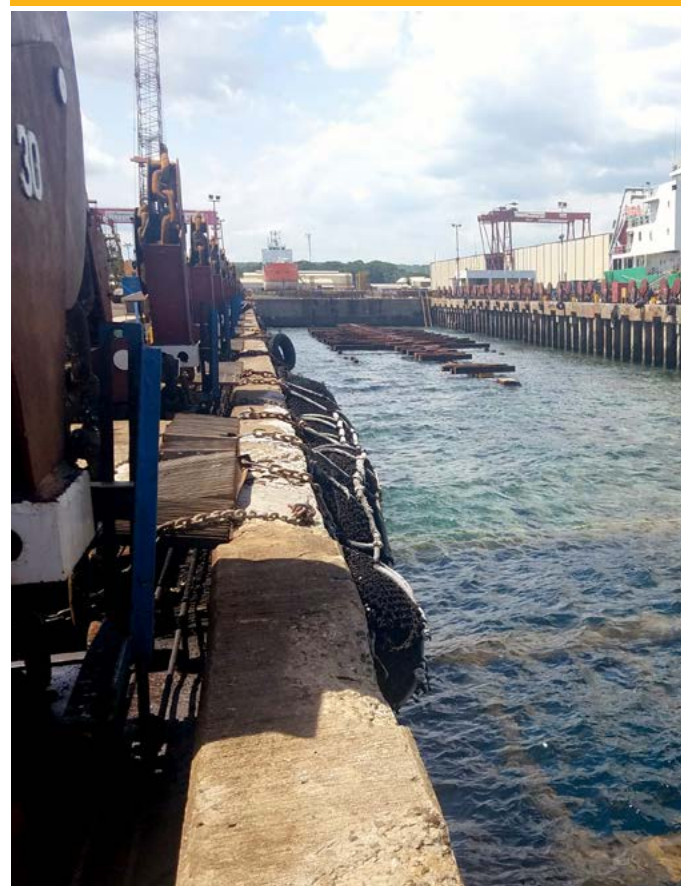
**Operational Objectives** – Refit, inspection, or new builds? Maybe all the above. Will your region be experiencing an increase in demand to maintain vessels related to offshore wind? How about propulsion and emissions treatment system modifications necessary to meet new regulatory and sustainability requirements for vessels operating in your region?



**EPC Plan** – What resources are available in your region to support the implementation and future operations of your project?



**Financial Plan** – You know you need more capacity, but how do you prepare to present the best business case to management? Bardex will assist you with data analytics that provide insight into the regional demand for service.



12,000T OmniLift™ delivered in 1982 and still in operation as of 2024, Philippines

## WHEN A VESSEL IS IN A DRYDOCK, IT'S NOT IN THE WATER SERVING ITS MISSION.

Speed. Efficiency. Operational Availability. No more waiting for one vessel to complete repairs before starting a second – the OmniLift™ and transfer system will move as many vessels as there are working bays. No more waiting to drain and fill the graving dock – the OmniLift is always ready to lift and lower ships out and into the water.

**Flexible Docking Solutions Support Simultaneous Docking:** The facility is designed to accommodate multiple vessels at once, enhancing operational efficiency.

**Enhanced Submarine Support:** Features designed specifically to support the unique requirements of autonomous and conventional submarines.

**Scalable Solutions:** The OmniLift system can be customized to accommodate a wide range of vessel sizes, from small boats to large ships.

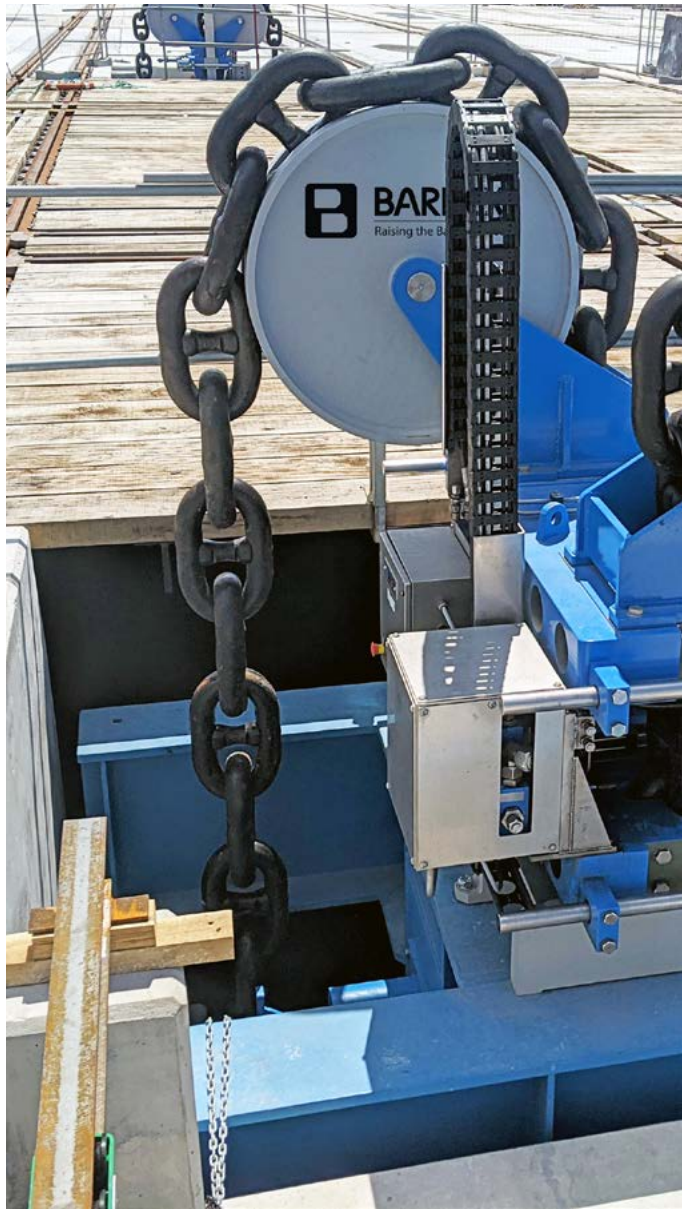
**Accelerated Vessel Hoisting to Optimize Efficiency:** The OmniLift system is designed for rapid lifting, significantly reducing the time needed to hoist ships for maintenance and repair, ensuring that vessels can be serviced and returned to operational status promptly.

**Removes Environmental Liabilities:** Dry docks are difficult to clean out, and anything that remains gets washed into the water when the ship is launched. Winch systems require routine applications of grease below the water line to the ropes to avoid increasing the risk of failure. Chain systems suffer from neither issue.

**Enhanced Safety Protocols:** The OmniLift incorporates advanced safety features, minimizing risks during the lifting and docking process.

**Resource Management:** By improving efficiency, the system helps in better resource allocation, reducing operational costs and downtime.

For more on  
Lloyd's Code



6300T OmniLift  
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## WHAT ARE THE MOST EFFICIENT DIMENSIONS FOR A SHIPLIFT SYSTEM? STOP THROWING DARTS AT WHAT YOU THINK YOUR MARKET IS BY DEPLOYING PREDICTIVE INTELLIGENCE!

The Bardex difference is our approach in defining your shiplift parameters using **real-time data analytics**. An accurate understanding of your potential customer base, combined with any site-specific limitations such as channel depth, grants us the necessary insight to draft the optimal shiplift designed to maximize your ROI.

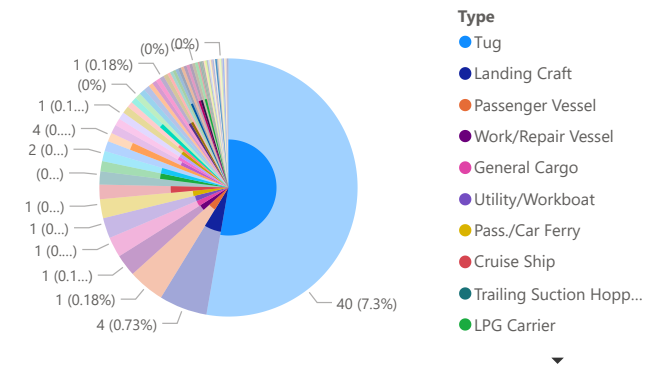
Designing a shiplift with the capacity for every ship in your area might capture 100% of *the* market, but still be suboptimal for *your* market. An outlier vessel may not be worth including in your target market if it translates to a longer time to recoup your investment or if the outlier vessel's expected remaining service life is short.

Maybe you know you need to increase your yard's capacity – you're the one to see it full every day – but you need to convince someone else to fund the expansion. Where do you start?

### A data-driven economic case.

Hand them an evidence-based business case for investing in the shipyard's future, with optimized system dimensions, and an estimated time to break even on the capital expenditure. We'll be there to help you guide them from asking "How can we afford this?" to "How can we afford *not* to do this?"

Vessel Count by Type



**Data-defined. Data-driven. No guesswork.**  
Bardex Predictive Intelligence.

## THERE ARE NEW CHANGES TO THE LLOYD'S CODE FOR LIFTING APPLIANCES IN A MARINE ENVIRONMENT, COMMONLY REFERRED TO AS THE CLAME CODE, TO ADDRESS WIRE ROPE FAILURES IN COMPETING SYSTEMS.

These changes include:

- New system capacity rating
- A formalized risk analysis is required
- New safety features are required for hoist mechanisms
- Wire rope fleet angles must now be compliant with a recognized design standard

### Chain shiplifts are already in compliance.

Bardex shiplift systems will not be affected by these new safety requirements.

Take the next step by reaching out. Our knowledgeable team can help you navigate these industry improvements - from the consequential to the minutia.