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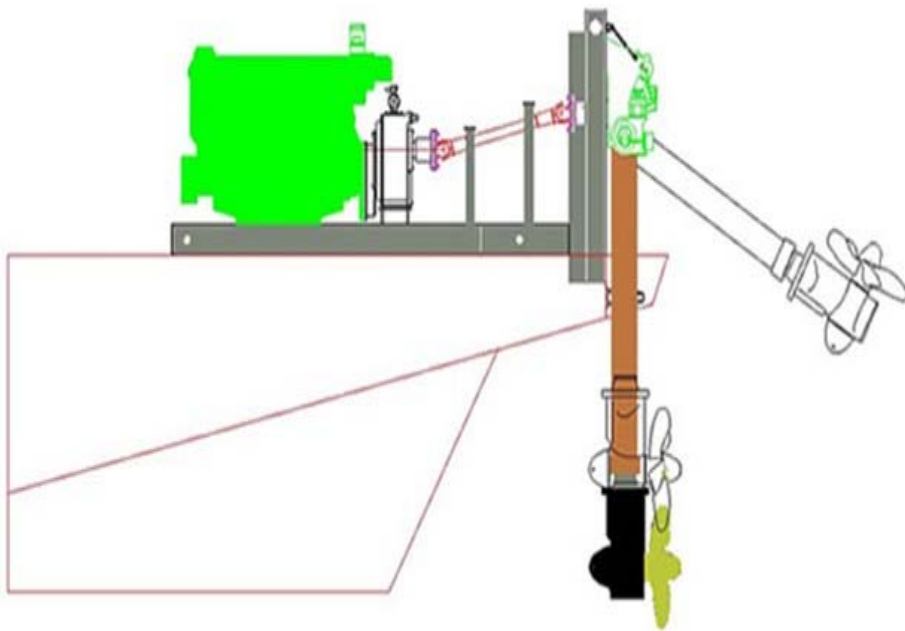
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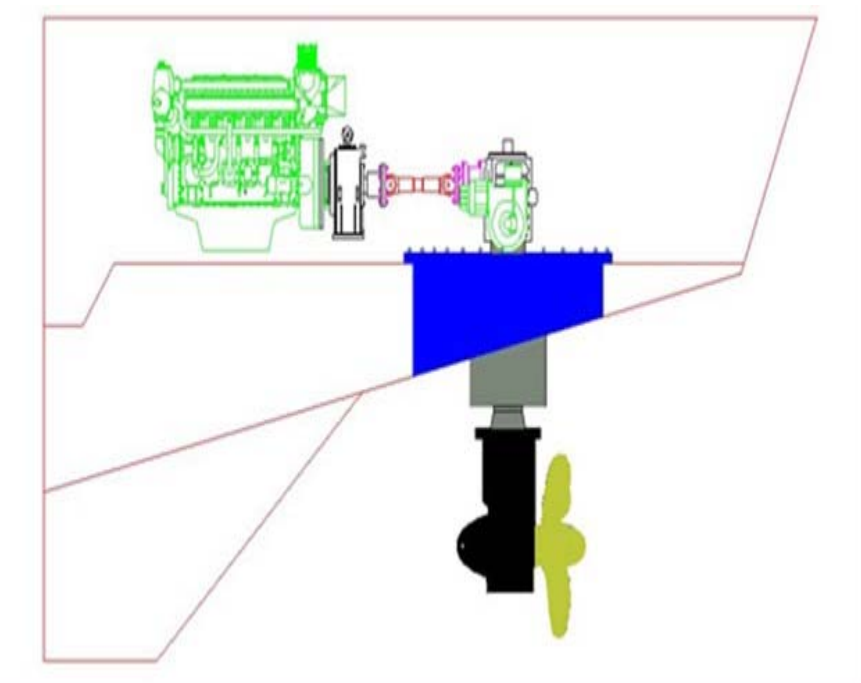
Azimuth thruster/Rudder propeller



Deck installation is a complete propulsion package .It is a reliable and compact propulsion plant. The chassis carries the totally enclosed propulsion system. The power of the diesel engine is transmitted to the rudder propeller through an elastic coupling ,a hydraulic clutch and a universal shaft. The chassis is constructed with a hydraulic system, an electric control box, daily fuel tank and so on system units. Installation is fast and simple because they are essentially self contained .Only to connect the minimum hoses and cables can make it available to obtain thrust. The deck installation unit merely has to be mounted and bolted onto a foundation of deck. Rudder propeller is mounted at the rear chassis.

The rudder propeller can be mechanically or hydraulically raised or lowered in vertical direction by means of a depth adjustment facility .The serves to ensure maximum propeller thrust at all vessel draughts by maintaining the correct propeller immersion.

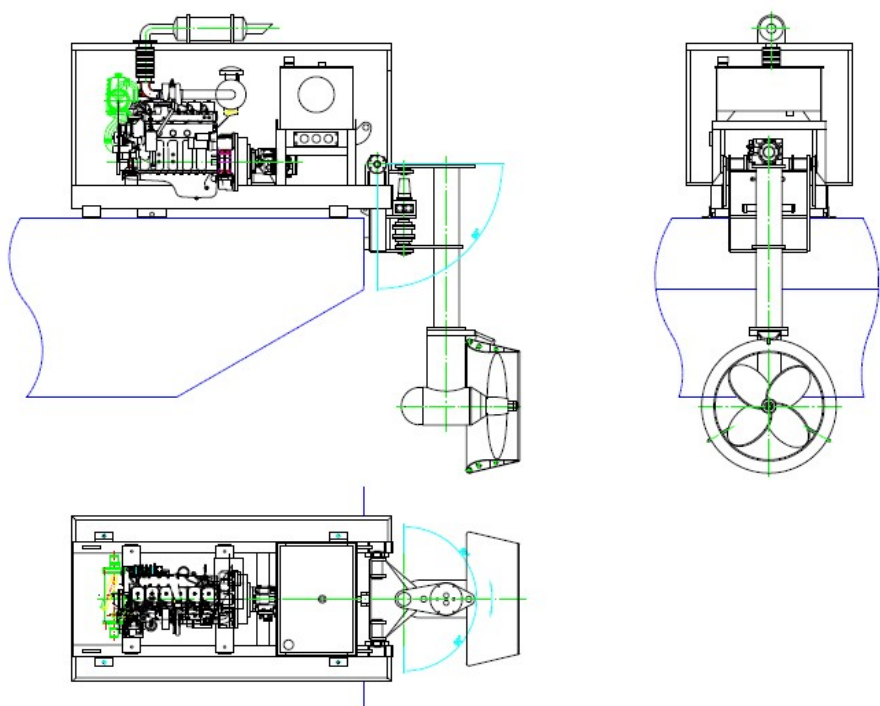
For maintenance purposes, the rudder thruster can be pivoted out of the water to the rear hydraulically or mechanically by hand.



Well installation is especially for tugs, ferries, well station, floating dock and survey ships.

The rudder propeller is mounted in the well. The stem length varies with the requirement of the application. The top mounting plate of the well should ,if at all possible ,be above the waterline so that the rudder propeller can be installed and removed when the ship is floating.

Well installation varies with the distance between the rudder propeller and the diesel engine .When the engine room is very small ,the rudder propeller can be near to the diesel engine and suitable for application in long range transmission between diesel engine and rudder propeller.



Hydraulic rudder Propulsion units are self-contained thruster packages for main propulsion and positioning of barges, platforms and river craft. They are available with diesel or electric hydraulic drives with power ratings from 50HP to 500HP. Conversion from a simple barge or unpowered vessel can be done in as little as a few hours to less than a week without modifying the hull. The hydraulic drive is especially suited for shallow, brown water applications where debris in the water or shallow bottoms can be a problem.

The hydraulic drive provides fully proportional propeller speed control in forward and reverse while the engine runs at constant speed. Many options are available, including hydraulic kick-up of the outdrive, hydraulic propeller depth adjustment, remote control panels, choice of engines, etc.

The mini-skid and transom-mount styles separate the engine and transmission unit from the lower unit and allow remote mounting of the engine, either above or below deck in any convenient space. Short runs can be made with flexible hydraulic hose while long runs can be piped with standard marine hydraulic plumbing options.

Test framwork:



Azimuth thruster parameters					
Model	Input power	Input speed	Propeller diameter	Propeller type	Max force
	(kW)	(rpm)	(mm)		(T)
RP	20-150	1500-2500	500/600/700	FPP	3.4
RP	150-250	1500-2350	700/800/900	FPP	2.9
RP	230-480	1200-2350	900/1000/1100	FPP	7.4
RP	420-690	830-1800	1200/1300/1400	FPP/ CPP	11.1
RP	650-980	830-1800	1500/1600/1700	FPP/ CPP	16.1
RP	950-1500	830-1500	1900/2000/2100	FPP/ CPP	24.3
RP	1320-1750	750-1500	2200/2300/2400	FPP/ CPP	29.3
RP	1650-2250	550-1200	2400/2500/2600	FPP/ CPP	36.9
RP	2200-2600	550-1200	2600/2700/2800	FPP/ CPP	42.6
RP	2350-3400	550-1200	2900/3200/3500	FPP/ CPP	58.1
RP	3350-4500	750-1000	3800/4000/4200	FPP/ CPP	79.5