
STOPPING
**STOPPING PROPELLER
“WIND” MILLING**

- Faster Directional changes / Manoeuvrability
- Less load on Propulsion Systems

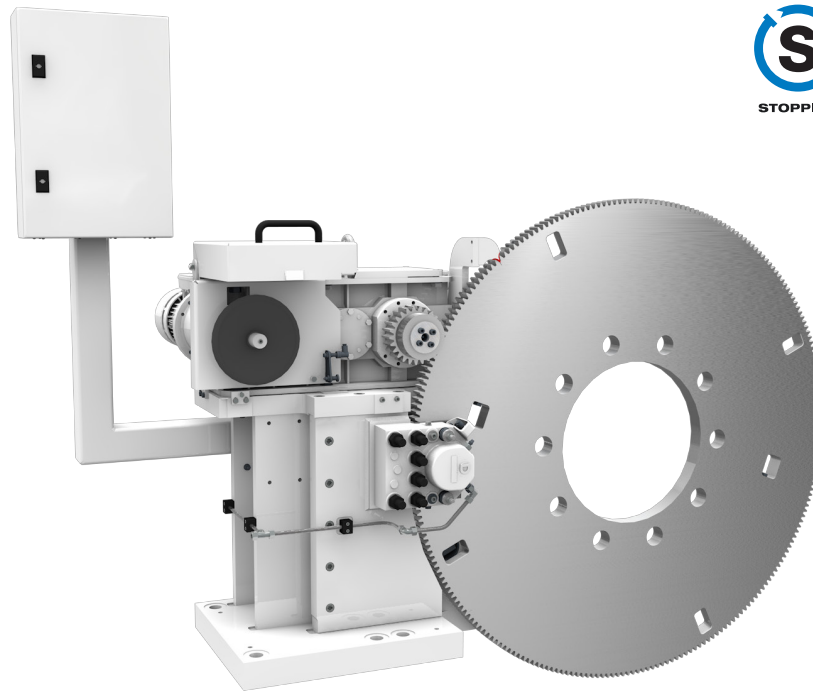

TURNING
TURNING PROPELLER

- Shaft Rotation during Installation / Maintenance functions.
- Hydrodynamic Bearing conditioning, whilst in Port. (Low Power Turning)
- Reduces Shaft Bending, assists in Bearing Settings
- Reduces Marine growth on Shafts, Stern Seals, Propellers and Hubs
- Optimised Propeller Blade positioning, whilst Sailing, (Sail, Twin Screw)


LOCKING
LOCKED PROPELLER

- Reduced Fuel consumption during feathering whilst Sailing, (Sail, Twin Screw)
- Less load on Propulsion Systems
- Lock-Out Maintenance function
- Personal Safety, with Equipment and Environmental protection

MILITARY - SHOCK PROTECTION **MERCHANT** - DRAFT PROTECTION **FERRY** - WASH PROTECTION
OFF-SHORE - DIVER PROTECTION **FISHING** - NET PROTECTION **ICE BREAKER** - PROPELLER PROTECTION
LUXURY YACHT - DRAG REDUCTION **CRUISE** - HYDRODYNAMIC BEARING PROTECTION
WATER-JET - IMPELLOR EROSION PROTECTION **OIL & GAS** - ROV PROTECTION



THE SYSTEM

The STL-system consists of a hydraulic pressure applied, spring released caliper brake, a brake disc (periphery as a gear wheel with cogs), a gear box with pinion on the output shaft as well as a manual locking device.

PRODUCT FEATURES

- A fully modular system where you can choose the function(s) needed, S, T, L or combined dual functions in terms of SL, ST, TL or a complete STL where the capacity is dependent on space constraints
- Robust and maintenance friendly system
- Different friction materials available for different requirements
- Remote and/or Local Operation, fully automatic “push” button availability – customer set automation level
- Lock-Out Maintenance function (personal safety)

ADDITIONAL PRODUCT FEATURES TO STL-SYSTEMS WITH CONTINUOUS TURNING

- Continuous rotation that could be used at alignment measuring
- Electrical powered (low environmental intense)
- Variable speed in both directions
- Quick change in turning direction

EXAMPLE OF DESIGNED SYSTEMS

	Stopping [kNm]	Turning [kNm]	Turning speed [rpm]	Locking [kNm]
System 1 (photo)	90	46	0,4	335
System 2	-	24	0,8	-
System 3 (shown at SMM 2014)	14	24	0,8	82