



Nov, 2010

Azipod[®] VI Propulsion system for icegoing vessels

Azipod[®] Propulsion System Features



- Electric Propulsion System
- High Efficiency
- Excellent Manoeuvrability
- High performance
- Excellent characteristics in ice operation
- About 6 million operating hours (November 2010)

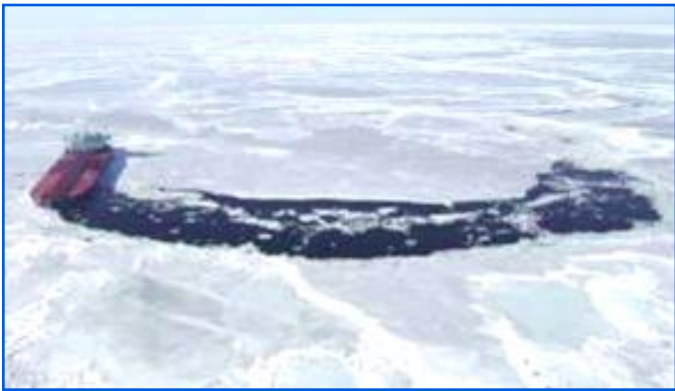
Azipod® VI – Propulsion unit for icegoing vessel



- Freely 360 degrees rotating thruster without gears
- Electric motor inside the pod
- Fixed pitch stainless steel
- Open pulling propeller
- Framed and rigid steel structure to match high ice class requirements
- Short and rigid shaftline

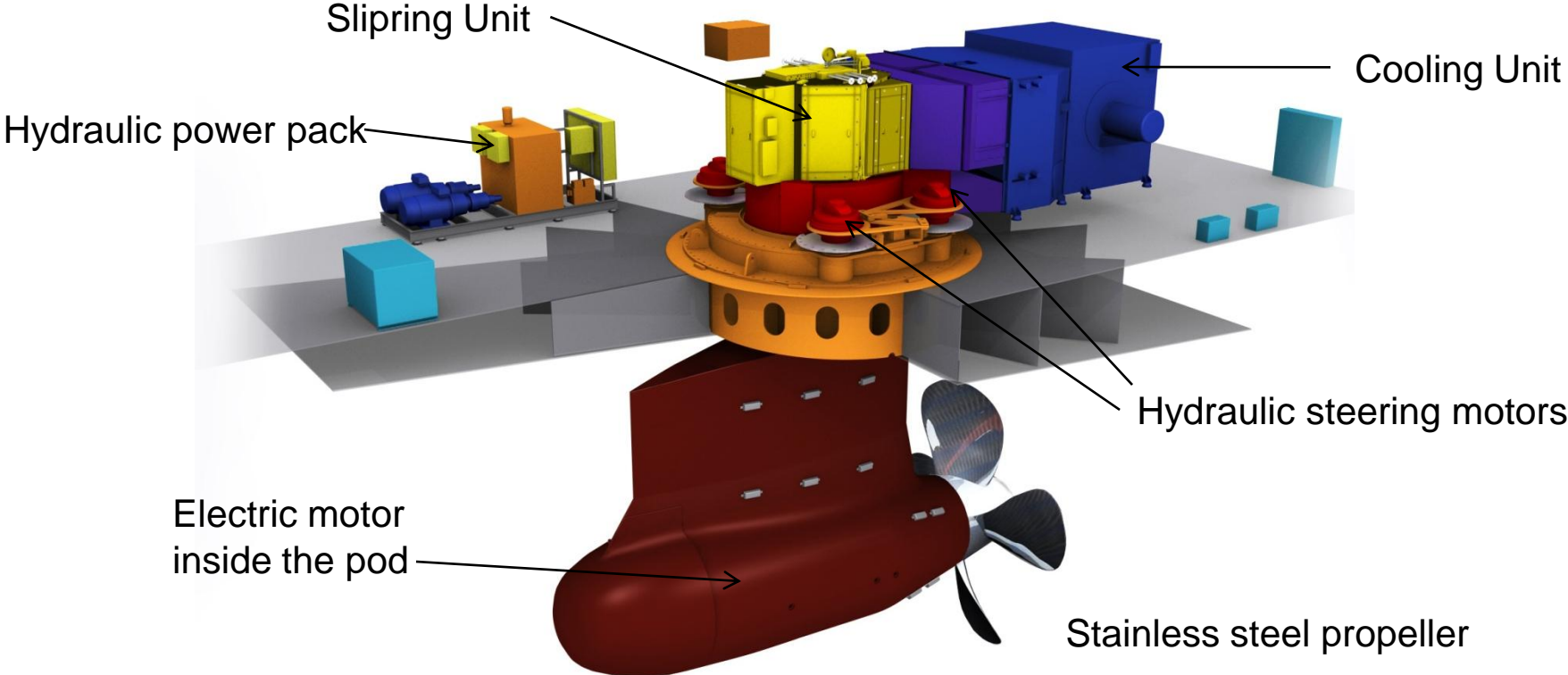


Superior operation in ice

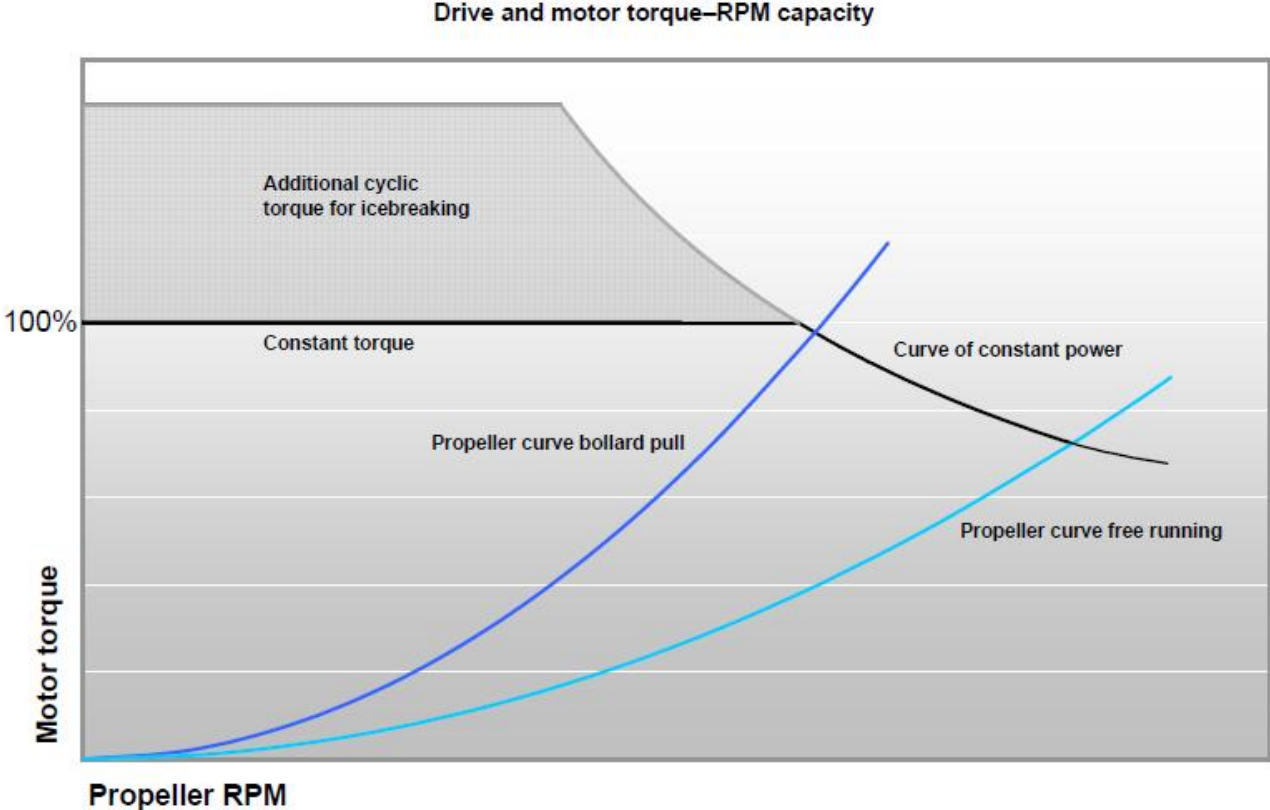


- Motor overtorque to match ice operation needs
- Full torque at low RPMs
- No need for a nozzle propeller
- Suitable for bow first and stern first icebreaking (DAS, Double Acting Ship)
- Full torque available also in reverse RPMs

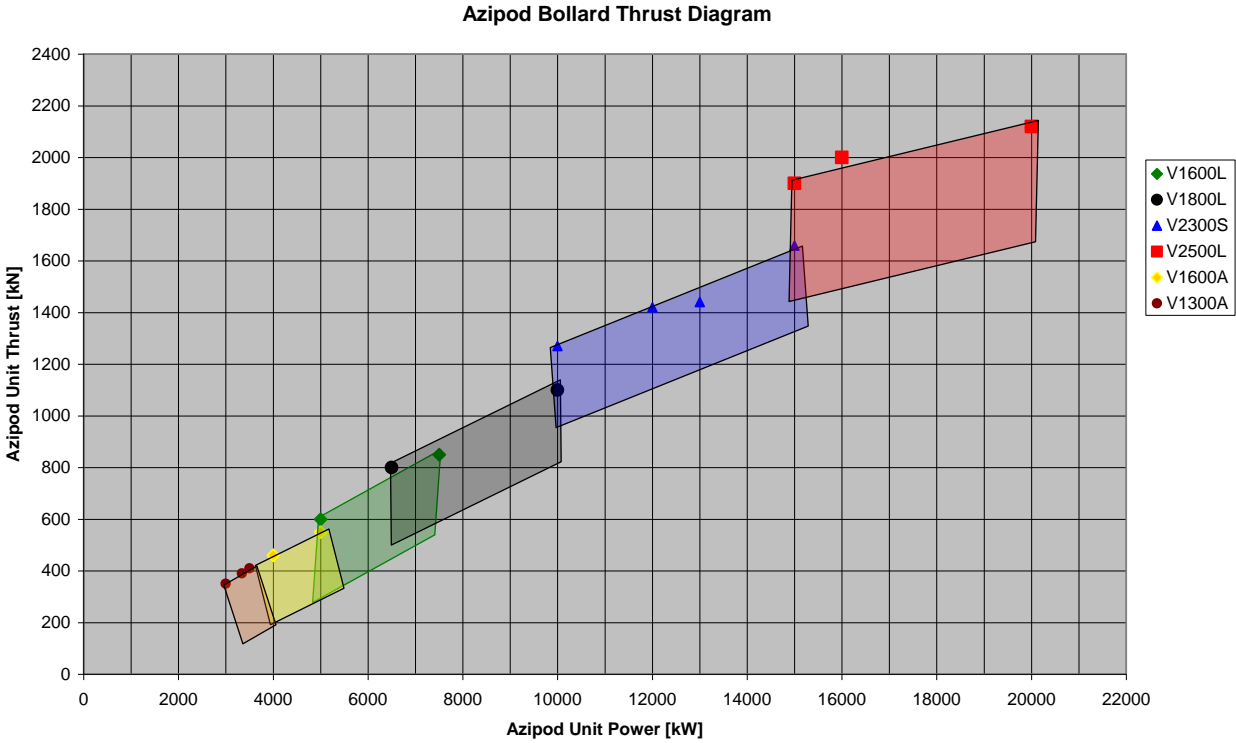
Azipod® VI



Typical propulsion motor dimensioning



Azipod® VI products



Frame size selection will be done always based on project requirements, ice class, propeller diameter , optimizing point etc



Azipod® in icebreaking vessels



- References with power range from 0.5 to 16 MW per unit
- References in single Azipod and twin Azipod installations
- References with all major classification societies and ice classes
- References with wide range of different ship types
- References of DAS concept

Azipod® VI Experience, November 2010



- Units delivered or on order 41 pcs
- Total number of vessels (\geq 1A Super ice class) 26



- Icebreakers 5 (Ice10 IB, 1A Super)
- Ice going tankers 10 (RMR LU6/LU7, 1A Super)
- Arctic container vessel 5 (RMR LU7)
- Ice breaking supply vessels 4 (Ice 10 IB, Ice 15 IB)
- Ice breaking patrol vessel 1 (Polar Ice 10)
- Waterway service vessel 1 (1A Super)



Power and productivity
for a better world™

