



Specimas

Marine Propulsion Sliprings

The Cavotec Group

Cavotec is the name of a group of companies specialized in power supply technology for cranes and other industrial equipment. It is formed by 6 manufacturing companies located in Australia, France, Germany, Italy, Sweden and U.S.A., as well as by 18 Cavotec sales companies which, together with a network of Distributors, serve more than 30 countries in five continents.

Each manufacturing company, no matter where it is located, aims at being a market leader in its field by providing innovative and reliable products to Group customers.

Although they manufacture different products in different countries, they are globally supported and coordinated by the Cavotec Group in their product development and marketing activities.

Each sales company, and each distributor, has a policy aiming at better serving its local market with the full support of the Cavotec Group.

Our fields of activity are



Mining, tunnelling



Steel Mills



Forestry



Ports, Terminals



Robots, Automation



Offshore Marine



Constructions

Our aim is to be local everywhere

Great emphasis is put in providing the highest quality not only in the selected products, but also in service to the customers.

Our philosophy in fact is to be local everywhere.

Specimas

Specimas, a Cavotec Group company, is since 1963 engineering and manufacturing cable reels, slipring assemblies and Panzerbelt® cable protection systems for ports, marine, offshore and tunnelling applications.

MacGregor Sweden was the first marine customer who is installing our slipring assemblies since 25 year in their ship cranes.

Located 10 km from Milan, Specimas employs 70 persons of which 15 graduated or equivalent engineers. Specimas is committed to quality of the products as well as there service. More than 30.000 cable reels and slipring assemblies have been installed during the last 35 years.

The Certifications

Specimas aim is to provide the highest quality, as confirmed by the ISO 9001 certificate received first in 1995 from TÜV Germany. The MPS has been approved by various naval registers as Lloyd's, Bureau Veritas, DNV, RINA, Germanischer Lloyds.



A revolutionary propulsion system

Since the early 1950's, Asea Brown Boveri (ABB) has been supplying electrical propulsion and power plants for half of the world's icebreakers and many special purpose vessels built by Kvaerner Masa Yard (KMY) in Finland.

AC/DC power plants and the Cyclo propulsion systems were introduced by ABB and KMY as a new technology early in 1983.

New propulsion systems have been developed by other large companies like Schottel-Siemens from Germany and Alstom from France operating under different names as: Azipod (registered trade name of ABB), SSP Propulsor (registered trade name of Siemens Schottel) or Mermaid (registered trade name of Alstom).



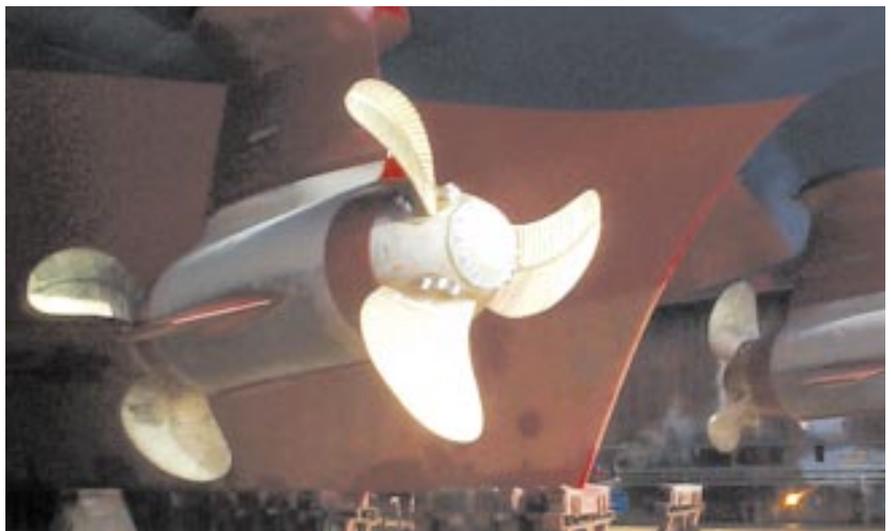
These systems incorporate an electrical motor azimuthing (slewing) through 360 deg installed inside the pod. The pod itself is installed outside the ship's hull.

The revolutionary advantages of the system are:

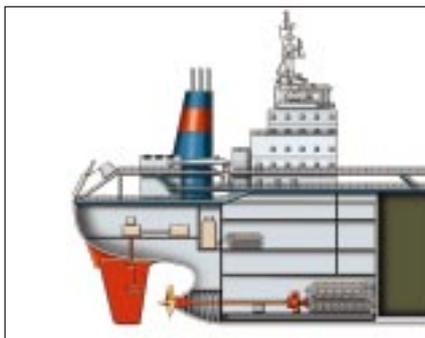
- excellent manoeuvrability and dynamic performance as the propeller can be directed in any direction within 360 deg.
- space and weight savings, no long shaftlines, reduction gears, rudder
- fuel savings through improved hydrodynamic efficiency
- low noise and vibrations by the use of optimised propeller wake field
- safety and redundancy



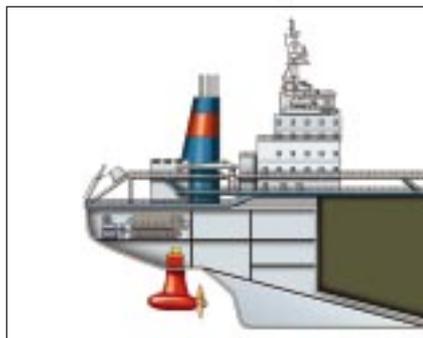
ABB Azipod propulsion system



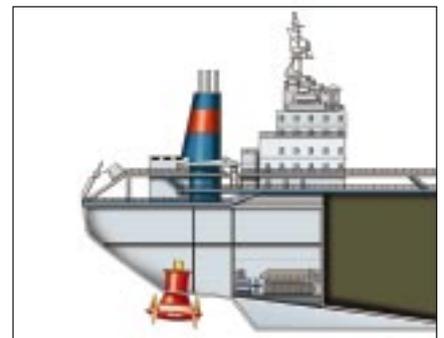
Siemens-Schottel SSP propulsion system



Traditional "on axis" shaft-propeller system with diesel engine



Azimuthing propulsion drive (Azipod)



Azimuthing propulsion drive (SSP Propulsor)

Two propulsion drives



ABB AZIPOD PROPULSION

Installed on top of the ABB Azipod system, the MPS slipring system allows the pod and propeller to rotate the total 360 degrees. It's function is to:

- Transfer power (example 3600 Amps, 1,5 KV) from the diesel generators to the revolving outboard electrical motor and propeller through brushes and rings
- Transfer auxiliary power, control signals and data signals or optical signals from the pod to the control room, through silver brushes and rings and/ or optical swivel joint.
- Transfer hydraulic, oil, water and air necessary for the motor through a hydraulic swivel
- Mount and support the steering angle sensors for the ship steering system and the visual steering angle indicator
- Function as a part of the air cooling system of the motor





SIEMENS-SCHOTTEL SSP PROPULSION

Installed on the top of the Siemens-Schottel SSP System, the MPS slipping system allows the pod and propeller to rotate the total 360 degrees.

Its function is to:

- Transfer power (example 2000 Amps, 1,5 KV) from the diesel generators to the revolving outboard electrical motor and propellers through brushes and rings
- Transfer auxiliary power, control signals and data signals from the pod to the control room through brushes and rings and/or inductive systems.
- Transfer water and air necessary for the motor through a hydraulic swivel
- Mount and support the steering angle sensors for the ship steering system and the visual steering angle indicator



Specimas Cavotec's contribution to a revolutionary propulsion system

In the early 90's, ABB Marine and Kvaerner Masa Yard of Finland approached Specimas for a R & D study concerning the power, data and hydraulic transmission for a revolutionary ship propulsion system using an outboard electrical motor instead of the traditional on line shaft inboard diesel powered propulsion. The 360 degrees manoeuvrability requires the installation of a slipring unit able to transmit up to 4000 Amps at 3 kV, data - control through optical fibers, or conventional rings and a special multi channel swivel for billage, oil, grease and air.

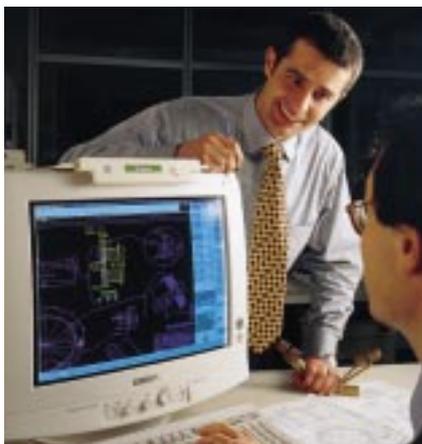
After 3 years of tests and studies first on the Lunni ice breaking oil tanker and after that on the Botnica, in 1995 we received the first orders for the Fantasy Class Carnival Corporation, M/S Paradise and Elation.

In 1999, Siemens-Schottel of Germany placed the first order for a similar system to power two TT-lines ferries and the Costa Classica cruise liners.

With a population of over 59 Marine Propulsion Sliprings (MPS) installed all over the world, in different type of ships from cruise liners, to ice-breakers, ferries, military ships, etc, Specimas - Cavotec is today the only supplier able to offer a complete system combining electrical, data and hydraulic transmission.

The reliability of the system is vital and the 24/24 hours service, availability is part of our strength to serve our customers navigating where ever, from Barrents Sea to the Coral Sea, from the North Sea to Panama, or from the Chinese Sea to the Tasmanian Sea.

The R & D and technical offices are fully dedicated to the development and manufacturing of the MPS slipring system. The offices are equipped with 7 CAD stations using Hewlett Packard ME 10 and Pro-engineering 3D software.





The MPS slipping system is supplied in an IP 44 heavy robust steel housing for marine use and is pre-wired with cables or hoses according to the customer request.

Applications



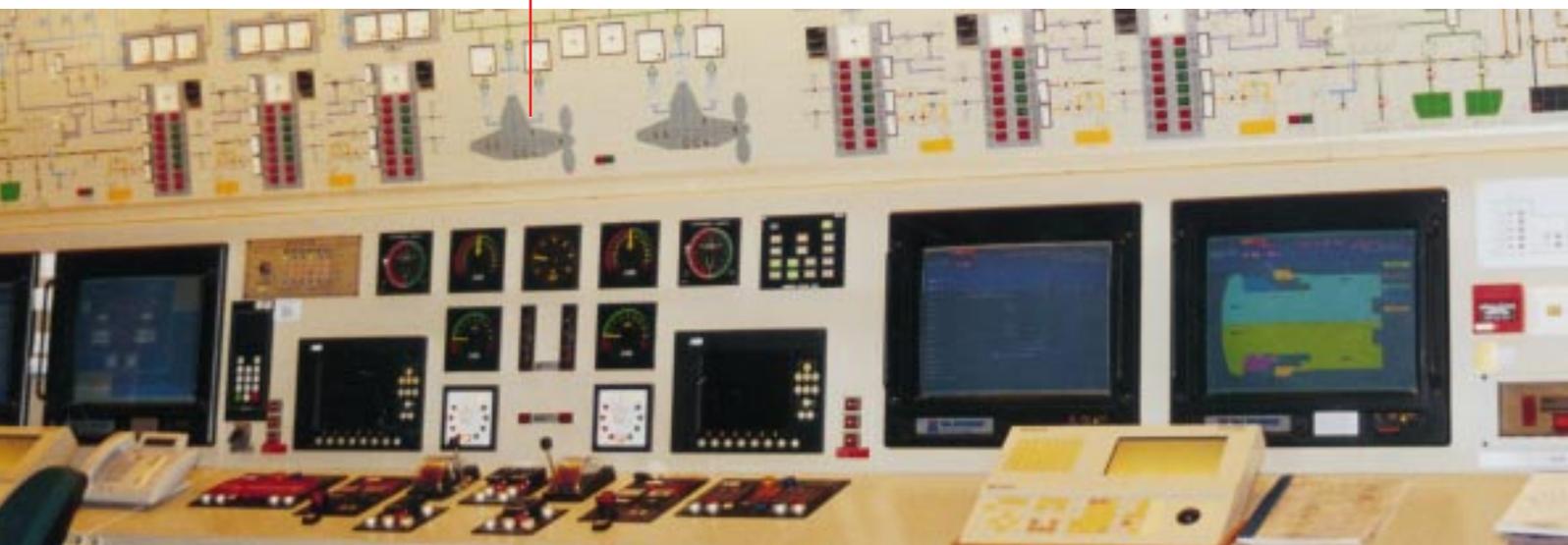
The MPS sliprings are installed at the stern of the ship and according to the application can be single or twin, centrally located, or port and starboard side.



Designed, manufactured and tested to resist to forces of 5 G or more and strong vibrations, the MPS slipring is a vital component to the ship reliability.



In this photo of the main electrical control room, the "brain" of the ship, we can see how the MPS slipping system is integrated in the propulsion system of the ship in order to insure 100% reliability on a ship carrying around 2500 passengers and crew.



Specimas MPS - Marine Propulsion Sliprings

KK 940/8

Type	KK 940/8
Main Power	3500 Amp, 2 kV
Excitation	500 Amp, 1 kV
Auxiliary power	20 Amp and 10 rings, 500 V
Data transmission	encoder and data lines in EMC enclosure (or FO link)
Hydraulic swivel	7 channels - oil, grease, water and air (mounted inside center tube)
Approx.dimension	diam. 1800 mm, height power unit 1500 mm, total height 2500 mm



KK 1120/8

Type:	KK 1120/8
Main Power	3500 Amp, 2 kV
Excitation:	500 Amp, 1kV
Auxiliary power	20 Amp and 10 Amp rings 500V
Data transmission	encoder and data lines in EMC enclosure (or FO link)
Hydraulic swivel	7 channels - oil, grease, water and air (auxiliary power, data transmission and hydraulic swivel mounted inside center tube)
Approx.dimension	diam. 2300 mm, total height 1700 mm



KK 648/4/3 kV

Type	KK 648/4/3 kV
Main Power	1200 Amp, 3 kV
Auxiliary power	50 Amp rings, 400 V
Data transmission	encoder and data lines
Approx.dimension	diam. 1400 mm, total height 1200 mm



KK 940/7/3 kV

Type	KK 940/7/3 kV
Main Power	1500 Amp, 3,3 kV
Auxiliary power	20 and 10 Amp rings, 500 V as option silver plated rings, as option with double brushes
Data transmission	encoder and data lines, gold plated rings in EMC enclosure (or FO link)
Hydraulic swivel	7 channels - oil, grease, water and air (mounted inside center tube)
Approx. dimension	diam. 1800 mm, height power unit 950 mm, total height 1650 mm



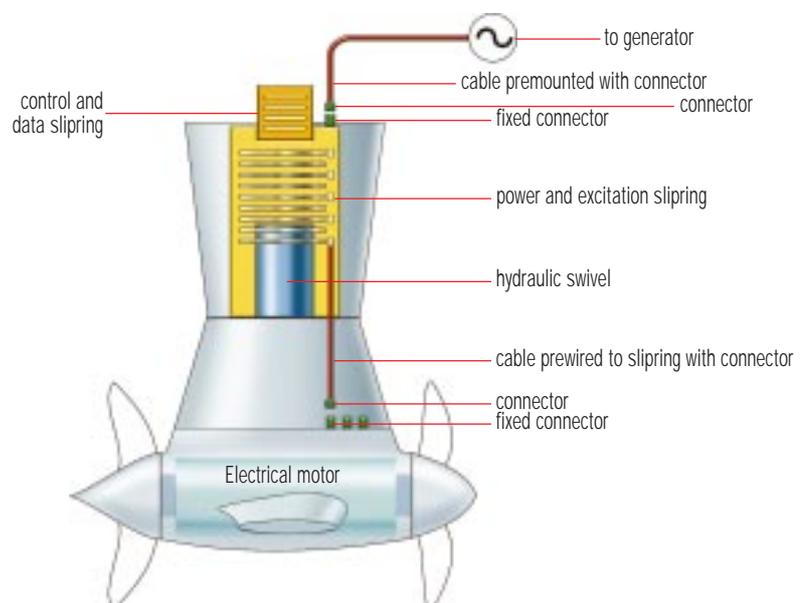
KK 648/7

Type:	KK 648/7
Main Power	1900 Amp, 3 kV
Auxiliary power	50 Amp rings, 400V
Data transmission	encoder and data lines
Approx. dimension	diam. 1400 mm, total height 1200 mm



Accessories

Specimas-Cavotec can supply a complete package with various accessories like cables, hoses, connectors, swivels etc.
Example of a complete package.



A Specimas Team specialized in "MPS" research, control and service

Continuous and high-tech research and tests are made in order to optimise materials for this specific high endurance application. Working very closely to the various international certifying institutes we are able to stay updated with the latest specifications and technologies.

With a network of 22 own companies and various distributors our Group is present in 40 countries and we are able to supply service and commissioning worldwide in the shortest time.



Caspian Sea 1999

The service teams headed by Mr. Peter Brandel, Sandro Teruzzi and Sorin Florenzio are available 7/7 days, 365 days per year with technical know how and spares.





Due to the absolute reliability required, sophisticated test instruments are used for the control of each single component. Each and every unit is tested and certified under witness form the classification societies before delivery.

Advantages of the Specimas MPS system

Reliable, proven and with long practical experience:
59 sliprings (March 31st 2001), with some sliprings having been in operation over 24.000 hours.

Complete package supplied on request: power, auxiliary power, control, data transfer, hydraulics, air cooling, steering angle sensing devices, pipes, cables pre-wired and connectors.

Easy and low maintenance with self cleaning brushes and rings.

Fast replacement of rings or brushes ,in case of necessity, without dismounting the complete slipring assembly.

Big tolerances, allowing for vertical and angular brush movements due to movements in the pod structure.

No metal to metal contact with wear, no risk of brushes getting stuck or bent due to movement in the pod structure, heat expansion or vibrations.

The vertical rings do not accumulate dirt as the horizontal plate rings do.

Many electrical contact points on the ring with excellent current distribution and less heat created.

Symmetric current distribution in the rings with many cable connection points.

Heavy housing and structure, tested at resonance frequency up to 2G and at shock load up to 5G.

Easy to adapt design up to 9 KV and 4000 Amps

365 days service and spare parts availability via our 22 companies around the world.



Auxiliary power data and control slipring



Cavotec single pole 6kV connectors



Hydraulic swivel

Crusing with the MPS system

REFERENCE LIST MARINE PROPULSION SLIPRINGS (MPS) at march 31st 2001

Ship / Project Name:	Client	Yard	Units	Delivery	MW	Ship / Project Name:	Client	Yard	Units	Delivery	MW
Uikku	Nermac	KMH *	1	1993	11,4	Svalbard	Coast Guard	Langsten	2	2000	5
Lunni	Neste	KMH	1	1995	11,4	Super Start Libra	Star Cruise	JLM	2	2000	19,5
Röthelstein			2	1994	0,56	Carnival Pride	CCL	KMH	2	2000	17,6
Antarticaborg	Wagenborg	KMT	2	1998	1,62	Antarticaborg	Wagenborg		1	2000	1,62
Articaborg	Wagenborg	KMT	2	1998	1,62	Nils Holgerson	TT-line	SSW	2	2000	11
Coast Guard			1	1998	0,25	Peter Pan	TT-line	SSW	2	2000	11
Paradise	CCL	KMH	2	1997	14	Costa Classica	Costa	Cammell Laird	1	2000	8
Elation	CCL	KMH	2	1997	14	Cosco 1	Guangzhou	Guangzhou	2	2001/11	5
Europe	Hapag Lloyd	KMH	2	1998	6,65	Brilliance of the Seas	RCI	JLM	2	2001/13	19,5
Voyager of the Seas	RCI	KMT	2	1998	14	Cosco 2	Guangzhou	Guangzhou	2	2001/20	5
Botnica	Coast Guard		2	1997	5	Fortum Tanker 1	ex Neste	Sumitomo	1	2001/24	16
Atlantic	Costa	KMH	2	1999	17,6	Fortum Tanker 2	ex Neste	Sumitomo	1	2001/29	16
Explorer of the Seas	RCI	KMT	2	1999	14	HAL1	HAL	Finncantieri	2	2001/26	17,6
Amsterdam	HAL	Finncantieri	2	1999	15,5	Carnival Legend	CCL	KMH	2	2001/36	17,6
Carnival Spirit	CCL	KMH	2	2000	17,6	Eagle 4	RCI	KMT	2	2001/36	14
Radiance of the Seas	RCI	JLM	2	2000	19,5	Super Star Scorpio	Star Cruise	JLM	2	2001/42	19,5
Adventure of the Seas	RCI	KMT	2	2000	14						

* Marine Power Chain system (MPC)



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our home page on the Internet:
www.cavotec.com

E-commerce sites:
www.cavotecshop.com
www.flexiblecables.com

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Cardiff (Newcastle)
Perth

France
Cavotec RMS
Cergy Pontoise (Paris)

Germany
Alfo Cavotec
Overath (Köln)

Italy
Specimas
Nova Milanese (Milan)

Sweden
Cavotec Connectors
Dalby (Malmö)

U.S.A./Canada
Cavotec Inc.
Statesville, NC

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Brasil
Marlin Gantrex
Rio de Janeiro

Canada
Cavotec Canada
Vancouver, BC

Chile
Gantrex
Santiago

China
Cavotec China
Shanghai

Denmark
Cavotec Danmark
Odense

Egypt
Ase, Cairo

Finland
Cavotec Finland
Espoo (Helsinki)

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Cergy Pontoise (Paris)

Germany
Alfo Cavotec
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Cavotec Hong Kong
Shatin

Indonesia
Cavotec Indonesia
Jakarta Utara

Italy
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Tokyo

Korea
Cavotec Korea
Ulsan

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Zaid Al-Kazemi
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Norway
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Drammen

Philippines
Portek Philippines
Quezon City

Saudi Arabia
AKTE
Dammam

Singapore
Cavotec Singapore
Singapore

South Africa
Gantrex
Germiston

Sweden
Cavotec Sverige
Stockholm

Taiwan
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Taipei Hsein

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Market Deeping

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