

## Media Release

Voith Turbo

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### **Voith equips three new German multi-purpose vessels with Voith Inline Thrusters**

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- Voith Inline Thrusters (VIT) used for the first time in a multi-purpose vessel for WSV (German Federal Waterways and Shipping Administration).
- The extremely low noise of the proven propulsion concept ensures minimal vibrations on board.
- VITs simplify precise dynamic positioning.

**HEIDENHEIM/LEMWERDER, GERMANY.** On behalf of the German government, Lemwerder-based shipbuilder Abeking & Rasmussen Schiffs- und Yachtwerft (A&R) is building three multi-purpose vessels for use in German waterways. The Ship Technology Department at the BAW (German Federal Waterways Engineering and Research Institute) is responsible for planning and design, tendering, and ongoing construction management. Over the next three years, the more than 90-meter long vessels commissioned by the German Federal Waterways and Shipping Administration will replace three older ships.

Each vessel will have LNG (liquefied natural gas) powered engines with a total output of 12,000 kW. As bow thrusters, all three ships will be equipped with a Voith Inline Thruster (VIT) 1650 with an input power of 900 kW. "We are extremely pleased that Abeking & Rasmussen is reinforcing our excellent collaboration by relying on proven Voith technology for this order as well," says Oliver Lenz, Sales Application Manager at Voith.

The VIT has already proven effective in many offshore supply ships, cruise liners and luxury yachts. Their owners, crews and passengers appreciate the propulsion concept thanks to its very low running noise and fast responsiveness to steering commands that enables precise dynamic positioning. Both these benefits were crucial factors in the decision by the shipyard, supervising agency and operator to award the contract to Voith, because the multi-purpose vessels will have a landing pad for helicopters on the bow as well as a winching area on the stern. The precise dynamic

positioning facilitated by the VIT helps to bring people and materials safely on board using these two routes.

Another argument in favor of awarding the contract to Voith was the compact design of the VIT, which does not require either a drive shaft or gearbox. As the electric motor is directly integrated into the VIT, there is space in the hull directly above the engine, offering significant space benefits compared with conventional solutions. The design principle of the VIT also results in a more direct transfer of the propulsive power, which in turn increases the thrust and thus the efficiency, helping to reduce fuel consumption.

### **About the Voith Group**

The Voith Group is a global technology company. With its broad portfolio of systems, products, services and digital applications, Voith sets standards in the markets of energy, oil & gas, paper, raw materials and transport & automotive. Founded in 1867, the company today has more than 20,000 employees, sales of € 4.2 billion and locations in over 60 countries worldwide and is thus one of the larger family-owned companies in Europe.

The Group Division Voith Turbo is part of the Voith Group and a specialist for intelligent drive technology, systems as well as tailor-made services. With its innovative and smart products, Voith offers highest efficiency and reliability. Customers from highly diverse industries such as oil and gas, energy, mining and mechanical engineering, ship technology, rail and commercial vehicles rely on the advanced technologies and digital applications of Voith.



For each of the new vessels Voith will supply a VIT 1650 with an input power of 900 kW.

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The VIT excels thanks to its extremely quiet running and fast response times to steering commands.

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