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Thrusters

New Concepts for Electrically Driven Pod Systems

Dipl. Ing Joachim Müller
SCHOTTEL GmbH & Co KG (Germany)

Dipl. Ing. Joachim Müller

Sales and Project Manager
Dept. Offshore and Sea Going Vessels
SCHOTTEL GmbH & Co. KG



Mr. Joachim Müller is 40 years old. He studied mechanical engineering and marketing, graduating in 1989, and started his professional career in the development department of four stroke medium speed Diesel engines at MAN B&W, Augsburg.

He joined SCHOTTEL as sales manager for offshore applications and tugs. Here he made his first experiences in acquiring and sales of large azimuth thrusters

In 1995 he joined KCH, a leading manufacturer in the process engineering field of the steel industry. He was responsible as a project manager for the installation of pickling plants in South Korea. Later he was located in Thailand as Key Account manager.

With introduction of the SSP he joined SCHOTTEL again and became the head of the SSP sales and project department at SCHOTTEL.

Presently Mr. Joachim Müller is responsible for the offshore and sea going projects at SCHOTTEL and he is the Key Account for China.

Joachim Müller, Dipl.-Ing., Sales

New concepts for electrically driven Pod systems

INTRODUCTION

Diesel-electric Pod drives are well known and have become the standard drive for large cruise liners and ferries.

The teething problems which these drives faced at the beginning seem to have been solved.

But are these drives already reliable and economical enough as propulsion systems for offshore vessels?

In the power range from 1 to 5 MW, SCHOTTEL has developed new concepts based on simplicity and ingenious ideas, working on the basis that "every part you leave out cannot fail".

Two different systems have been developed: a small Pod system for a power range of up to 5 MW using a simple, straightforward asynchronous motor, and a combination of Pod and mechanical azimuthing thruster, the so-called Combi Drive. This paper provides an overview of the development of both systems and their current references.

