

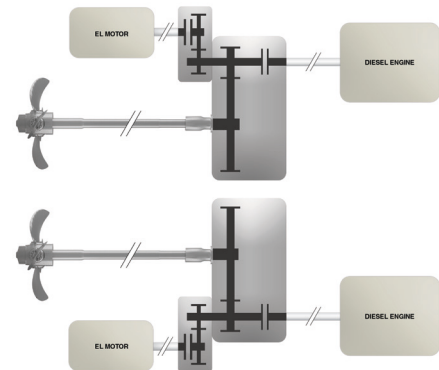
Skandi Iceman

AHTS (280mt bp)



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Owner	Iceman AS	
Shipyard	Vard Søviknes, Norway	
Hull Number	799	
Year Built	2012	
IMO Number	9660073	
Ship Design	Vard AH12	
Class	DNV 1B	
Engine	BDRR	
Type B32V12	Effect 6000 + 3400 kW (Boost) RPM 750	
Install Number(s)	2042-43	
Gear / Ratio	ACG1130 / 5.36	
PTO / PTI	SA600	
Propeller	E125 / 4600mm / 140	
Nozzle	Brunvoll HE	
Remote Control(s)	Brunvoll propulsion and thruster controls	
Thruster System	Brunvoll thruster systems:	
Type	Position	Effect
2 x FU93LTC2500	Bow fwd/ctr	1200 kW
AR80LNC2100	Bow aft	1200 kW
2 x FU74LTC2000	Stern fwd/aft	1200 kW



Hybrid Propulsion

The hybrid propulsion systems benefit of the best from two systems - the combination of electric propulsion and diesel drive. A Hybrid system enables ships with variable power requirements to run at high propeller efficiency. A large number of operation modes are available in the complex configurations, enabling the engines and propellers to run optimally over a wide power range.

In this configuration the Electric propulsion is optimised to act as one of the main working conditions, and for use in Boost and PTH modes. The configuration also allows for a combination where one propeller is run by electric propulsion and the other by the diesel engine simultaneously. In this system design the vessel can utilize and optimise the power required for the specific operation in pure electric mode, or in diesel mechanical mode, or in a combination by engaging both systems. A hybrid system configuration is a fuel efficient and flexible system, with high redundancy.