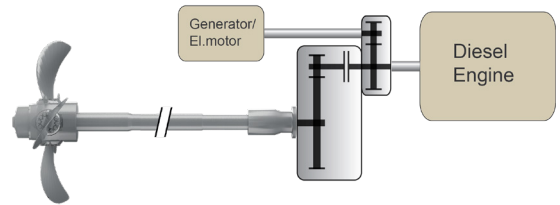


"Gollenes"

Pelagic Trawler



Owner	Gollenes AS, Norway	
Shipyard / Hull no.	Karstensens Skibsværft, Denmark, #468	
Year Built	2023	
IMO Number	TBC	
Ship Design	Karstensens Skibsværft AS	
Class	DNV No Ice	
Engine	Diesel Engine	
Type	ABC 6DL36 Power 3955 kW RPM 750	
El Motor Boost mode	1000 kW RPM 1200	
Install Number(s)	2448-49	
Gear / Ratio	ACG 980, 6,82:1	
PTO / PTI	PF700	
Propeller	CP95, 4500 mm diameter	
Nozzle	19A	
Control System	BruCon Control System for propulsion and thrusters	
Thruster(s)	Brunvoll Thruster System	
Type	Position	Power
AR 63 LTC 1750	Bow	850 kW
FU 63 LTC 1750	Stern	950 kW



Diesel-Mechanical Hybrid Propulsion for Boost mode

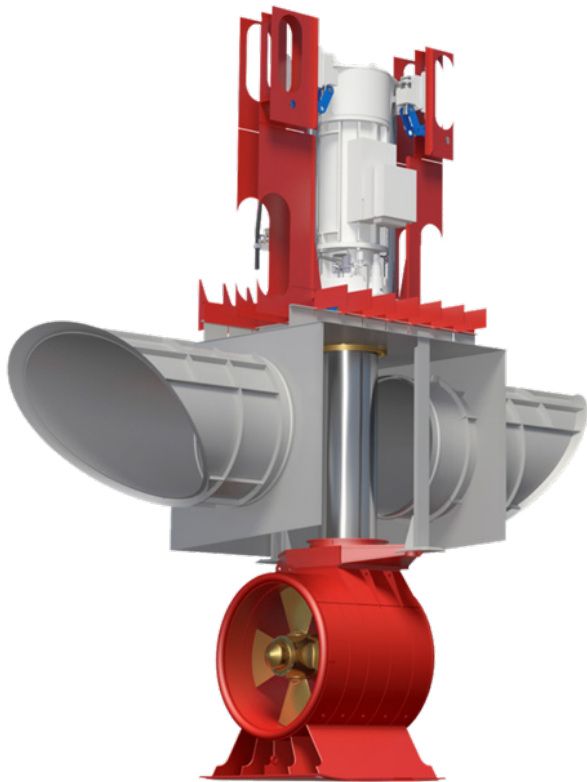
This is a diesel-mechanical/hybrid propulsion system with PTO/PTI. The diesel engine runs the propeller via the reduction gearbox, with PTI (power take in) designed for boost mode.

A combi retractable azimuth/tunnel thruster in the bow will in addition to excellent manoeuvring, also function as a redundancy mode for power-take-home (PTH) purpose.

This configuration is a robust, fuel efficient and flexible system, with high redundancy.

"Gollenes"

Pelagic Trawler



Brunvoll Combined Retractable Azimuth / Tunnel Thruster

The ultimate multi tool.

Excellent manoeuvre capabilities during operation in rough sea and strong wind.

The combi thruster function as a conventional tunnel thruster in upper position and as an azimuth thruster for 360° operation in immersed position.

The azimuth thruster is typically used during searching and for effective manoeuvring and in case of an emergency situation.

Increases efficiency as peak shaving during operation in combination with main propeller.

Redundancy as power take home (PTH-mode).



Brunvoll Integrated Bridge control system for propulsion and manoeuvring