BRUNVOLL
PRECISION IS OUR PASSION

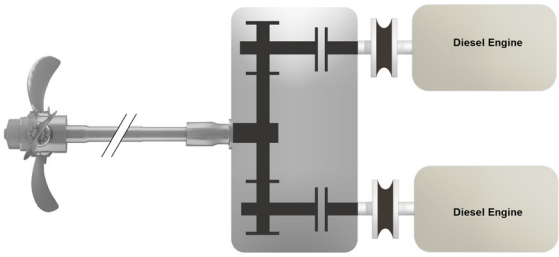
Gardar
Pelagic Trawler

Illustration: Karstensens Skibsværft AS

VESSEL INFORMATION	
Owner	Gardar AS, Norway
Shipyard	Karstensens Skibsværft, Denmark
Hull Number	483
Year Built	2024
IMO Number	TBD
Ship Design	Karstensens Skibsværft, Denmark
Class	DNV Ice C
Engine	Diesel Mechanical

Type: Bergen Engines Power 2 x 3600 kW RPM: 720

BRUNVOLL SUPPLY	
Reduction Gear	ACG TS 1400
PTO / PTI	2 x PF 470
Propellers	ECP105, 4500 mm nozzle propeller, with Brunvoll ICP (Integrated Costa Propulsion)
Nozzle	Brunvoll 19A Nozzle
Control System	BruCon Propulsion and Thruster control
Thrusters	Bow: AR80 LTC 2000 - 1470 kW Stern: FU74 LTC 2000 - 1400 kW



Diesel Mechanical Propulsion

A Twin-in Single-out Diesel Mechanical configuration is a flexible system for vessels with two or more working conditions.

The profit of this configuration is sourced from the optimum combination of the two main engines, thus reducing fuel consumption to a minimum. A twin-in single-out configuration provides good flexibility in power distribution. By using one or both engines in the configuration, the average efficiency is good. In this arrangement the redundancy of the system is very beneficial.

The system is designed with Brunvoll ICP an optimised design of propeller and rudder integration for increased efficiency.

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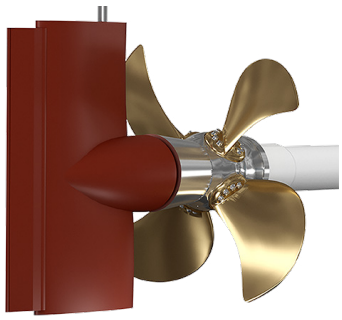
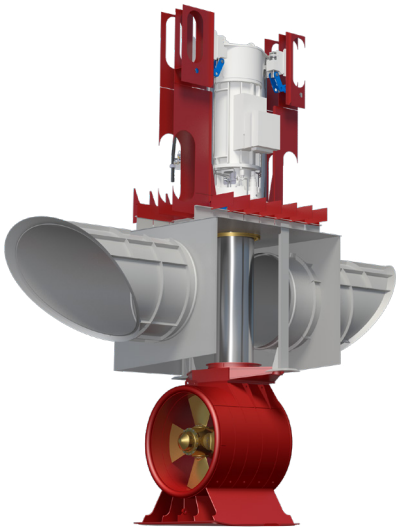
Brunvoll propulsion, manoeuvring and automation systems are available in a wide configuration variety. Efficiency and sustainable operation is the target when Brunvoll is designing the system for a specific vessel. Optimum efficiency according to the operating profile of the individual ship and her specific needs.



Integrated Costa Propulsion (ICP)

ICP is an integrated system of rudder and propeller with a hub cap acting as one system. ICP improves performance;

- Significantly increased propulsion efficiency
- Reduced noise, pressure pulses and cavitation
- Robust and reliable construction
- Improved low-speed manoeuvrability



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 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).

BruCon Propulsion and Manoeuvring Control

A modern control system platform for all propulsion and manoeuvring units and configurations. The optimum choice for the simplest to the most demanding system applications.

Standardised hardware and software components ensure common approach to user interaction, physical appearance and system architecture. Cyber security is part of the design, reducing risk while providing acessibility.

BruCon has an easy user interface. The system optimises the performance of the entire propulsion & manoeuvring operation. The modern system architecture makes it prepared for future functionalities.