

OLEODINAMICA GECO INTEGRATED NAVAL PROPULSION SYSTEM

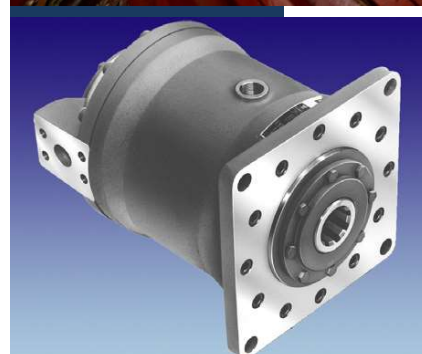
Oleodinamica Geco (Pianezza, Turin) produces axial piston hydraulic motors with fixed and variable capacity, and orbital motors operating in partnership with customers to study the various application requirements, and supplying the best solutions to manufacturers in several sectors.

What products/solutions are you presenting?

We are very proud of the integrated naval propulsion system Hydropack, developed by AS Labruna in collaboration with us: it manages, through hydrostatic transmission activated by diesel engines, the propulsion of the vessel, the production of electrical energy and the operation of any accessories. This modular, configurable solution is made up of one or more diesel engines, hydraulic pumps, one or more hydraulic motors, tank for oil and hydraulic accessories and a command and management system. The diesel engine is coupled with a variable capacity hydraulic pump that sends oil under high pressure to a hydraulic motor connected with the shaft

to the propeller. The motor is fixed capacity and is coupled with the boat's transmission: in-line, sterndrive, sail drive, pod, or hydrojet. The engines used in Hydropack are high performance, with innovative technological solutions and conform to IMO/MARPOL – 2003/44/EC-CCNR. The propulsion system operates in the best point of efficiency (60 – 70% of maximum RPM) at a constant speed: this permits optimal management of fuel injection, fuel consumption that is up to 50% lower than in a traditional system, lower emissions of particulate and NOx, reduction of smoke levels (no white smoke on cold starting, less smoking accelerations, no black smoke), less vibration and noise, minimal operating and maintenance costs, maximum safety and long life for the engine. The ideal hydraulic motors were the H series, produced in a range of capacities (100 – 700 cm³) and transmitted power from 135 to 450 hp. In addition, the rotation speed of the Geco motors is particularly suited to exploiting the maximum hydraulic yield of the propellers, optimizing their direct use both on the shaft and on the sterndrive. In this way they exploit to the full the internal combustion power thanks to high volume and mechanical yield.

Hydropack



The series H hydraulic motors by Oleodinamica Geco are produced in a range of capacities (100-700 cm³)

SCHENKER WATERMAKERS DESALINATORS

Schenker specializes in the production of energy recovery desalinators, pioneering an environmentally sustainable solution. The company's processes (which holds 4 patents) are governed by stringent regulations: the Company is ISO 9000 and ISO 9001:2015 certified.

What products/solutions are you presenting this year?

At METS we are presenting Wiki" a 'pocket' desalinator that can be conveniently carried on board contained in a customized duffel bag; an additional bag holds the connecting pipes. Wiki produces 30 liters/hour of fresh water and requires no installation. It can be put into operation in minutes on any boat by connecting hoses from the sea surface to the tank on board through convenient quick-connect fittings. It is powered by 12V and consumes only 110 watts thanks to Schenker's state-of-the-art energy recovery system. It is ideal for those who do not want/cannot do work to install a watermaker on the boat, or wish to have an additional back-up watermaker on board. A congenial solution also for charter or racing boats and on all occasions where the need for the desalinator is of an occasional nature.

What is your target audience?

Our customer base is very diverse, precisely because of the extensive product line we supply. The compactness of our desalinators in the ZEN range is ideal for sailboats and medium-sized boats, while the top-of-the-line models, due to their freshwater production potential, can be installed on board even large yachts.

Do you provide for customizations? What are the most frequent requests?

Our product is easy to install, but we are always ready for special requests, for example on racing boats. Giovanni Soldini on the Maserati multihull has an "ad hoc" installation.

Do you have any plans/forecasts for the near future?

Our R&D department studies solutions to meet the growing needs of the market, especially from an ecological perspective.

