

ROLLS-ROYCE MARINE'S 17-YEAR TROUBLE-FREE HISTORY WITH THORDON BEARINGS

When Charles Rolls partnered with Henry Royce in 1906, they created a company that has remained on the leading-edge of industrial technology for almost a century. Rolls-Royce innovations make jets fly faster, cars run quieter, and ships move faster. They even built the engine that powered the first transatlantic flight. So it's no wonder that Rolls-Royce is careful when specifying components to be used in their systems. They have a reputation to protect.

"In the area of marine propulsion systems," says Roger Duwel, President of Duwel Tecno, Thordon Bearings distributor in Sweden, "no one in the world has a better name than Rolls-Royce. They take pride in that name and do everything they can to protect it."

Today, more than 20,000 commercial and 400 naval vessels use equipment developed at the Rolls-Royce Marine division. The company's product portfolio includes the most advanced systems available for the supply of power, propulsion and motion control.

Selecting the best

Rolls-Royce has been using Thordon products for water lubricated stern tubes since 1987 and has been consistently impressed with the reliability and performance. "Thordon are a little more expensive than other bearings," says Jan Pahnke, Strategic Sourcing Specialist for Rolls-Royce Marine, "but they offer technical advantages that we feel are worth the extra money."

As Duwel puts it, "The folks at Rolls-Royce particularly appreciate the technical expertise." The knowledge base at Thordon Bearings goes well beyond bearing design and includes surrounding components and systems as well. "This is an important advantage for Rolls-Royce. They can send us shaft calculations, for

example, and we can add value with our comments and suggestions."

As the pioneers in water-lubricated bearing technology, Thordon has more than a quarter century experience in a full range of applications in commercial and naval vessels. Thordon bearings are pollution free, highly resistant to abrasion, have low static and dynamic coefficients of friction, offer high resilience and impact resistance, and feature a long wear life.

"Thordon's track record in Rolls-Royce propulsion systems has been exceptional," says Duwel. "That's why they continue to specify Thordon in the systems they supply to their most important customers."

Here are just a few recent examples.

Thordon SXL water lubricated journal bearings are being used on waterjets from Rolls-Royce in a number of ships:

- YS2000 Visby Class 73 m Stealth Corvettes for the Swedish Navy - the first ships in the world to have fully developed stealth technology.



Swedish Navy YS2000 Visby Class Corvette

- A 210 ton carrying capacity ferry for Techno-Seaways of Japan. This vessel will be used to transport up to 700 passengers and cargo between Tokyo and the Ogasaware Islands.

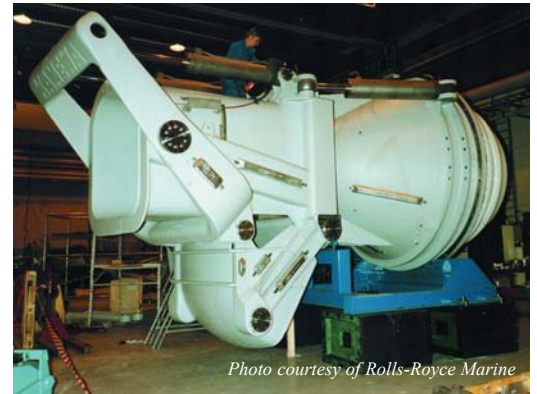


Photo courtesy of Rolls-Royce Marine

Very Large Waterjet

Thordon COMPAC is the pollution-free water lubricated propeller shaft bearing of choice for a number of new vessels featuring Rolls-Royce systems:

- KBV 201 & 202 class multi-purpose patrol ships for the Swedish Coast Guard. To meet the demanding operational criteria, the propulsion design concept was evaluated at the Rolls-Royce Hydrodynamic Research Centre in Kirstinehamn, Sweden.
- Thordon COMPAC has been used by Rolls-Royce on over 10 different Navies, primarily in the Far East.
- Three new multipurpose container vessels currently being built at the Bodewes Shipyard in The Netherlands.
- New large tugs for the Bharati Shipyard - the largest private shipbuilder in India.
- New pusher tugs currently under construction at EISA Shipyard in Brazil.

It all comes down to trust. "We have had a good track record with the bearings," says Pahnke. "And there have never been any problems working with either Thordon or Duwel Tecno."

Obviously, one great name deserves another. **NW**