

# THORDON FAST BECOMING THE LEADING CHOICE AMONG GERMAN SHIPYARDS

A little more than a hundred years ago, Germany had only a handful of small shipyards. Most of the country's commercial and naval vessels were, in fact, imported from England. But a lot can change in a century. These days, Germany is still maintaining its dominant position in the European shipbuilding industry. Its shipyards are renown for innovative design and quality workmanship, as well as for utilizing the best materials — which is one reason why Thordon is specified so often.

To date, nine major German shipyards are using Thordon propeller shaft and rudder bearing products extensively for dozens of newbuilds. “German yards build an astonishingly wide variety of vessels,” says Ron Wolff of Belthor Systems GmbH, a long-time Thordon Distributor. “These include ships for naval and commercial applications and even some of the largest luxury yachts in the world.”

## Commercial Vessels

One of the world's most experienced container-shipbuilders, Howaldtswerke-Deutsche Werft (HDW), is installing SXL rudder bearings into four new

Type SSW Super 25 ships. Three 2900 TEU container ships built by Volkswerft Stralsund, along with three 3000 TEU ships and two 2700 TEU ships, all feature Thordon SXL rudder pintle bearings.

Thordon SXL grease free rudder bearings are also specified in all newbuilds at the Nordseewerke, Flensburger, Aker Ostee and JJ Sietas KG shipyards.

Why is Thordon fast becoming the leading choice among German commercial shipbuilders? In a word: reputation. **As F. Mullrich, Ships Equipment Purchasing Manager for Aker Ostee puts it, “We have used Thordon bearings for 28 newbuilds since 1996. Our experience with this product is good and we have never received a claim from our customers.”**

## Naval Applications


Blohm + Voss, one of the first significant German shipbuilders to emerge in the late 1800s, recently delivered the second in a series of six MEKO 100 Corvettes for the Royal Malaysian Navy. Each is equipped

with Thordon water lubricated COMPAC single key design propeller shaft bearings for strut shaft sizes of 365mm (14 in.). Blohm + Voss also delivered the second in a series of four MEKO 200 Corvettes for the South African Navy, featuring both COMPAC propeller shaft bearings and SXL rudder bearings.

Another German shipyard with a long naval history, Flensburger Schiffbau-Gesellschaft, is building four Ro-Ro 2700 ships for the UK Royal Navy Military Sealift Operation. These vessels will be equipped with SXL rudder bearings.

For the Germany Navy, Lurssen Werft is constructing five corvettes. All will have COMPAC propeller shaft bearings in place.

## Mega-Yachts

Thordon is also featured in ships for the rich and famous such as Microsoft co-founder, Paul Allen, as the latest luxury mega-yacht built by famed custom shipbuilder, Lurssen Werft, is equipped with pollution free, water lubricated COMPAC propeller shaft bearings. 

South Africa Navy MEKO 200 Class Corvette, SAS Amatola, built at Blohm + Voss equipped with COMPAC propeller shaft bearings and SXL rudder bearings



Photo Courtesy of Louis Vosloo