

Seatorque shaft system now backed by Twin Disc



Twin Disc supports the oil-filled shaft system in long-range cruisers like the new Riviera 68 and 72

Twin Disc Pacific has been appointed the Exclusive Distributor for the innovative Seatorque Marine Propulsion Systems. The enclosed shaft system is a major feature on the new Riviera 68 and 72 Sports Motor Yacht set for a 2017 Sydney International Boat Show debut.

Unlike traditional diesel inboard boats that require shaft alignment, the Seatorque system uses a coupling or bolt-on shaft system called a Boss for short.

The totally enclosed, oil-filled, self-contained, shaft and thrust bearing assembly is supplied as a complete unit from transmission output coupling to propeller end.

The shaft system uses rubber mounts and attaches to the hull structure, with a flexible connection to the propulsion engine. This ensures shaft-line noise and vibration are eliminated at the source.

TRIED AND TESTED

From our previous experience on Fleming Yachts, the Seatorque system does a wonderful job of removing vibration and noise, adding to a greatly refined cruising experience.

The set-up has been testing with great success over many years both with long-range motor yachts and high-speed game boats.

International boat builders using the Seatorque system include Grand Banks, Outer Reef, Nordhavn, Fleming and Marlow.

Local builders are catching on too, and now, for the first time, Seatorque is represented in the Pacific region and supported by the extensive and reliable Twin Disc Pacific network.

HOW IT WORKS

The non-rotating, full-length shaft casing and thrust bearing assembly has some big boasts. Foremost among these, it minimises mechanical losses to only 2%, Seatorque says, leaving valuable extra power at the propeller end.

Seatorque also claims to have the lowest underbody drag of any shaft system currently available. In so doing, the non-rotating, full-length shaft casing and thrust bearing assembly boasts greater efficiency, lower fuel burn, and improved range.

For boatbuilders, there is reduced installation time and less maintenance. But the most tangible benefit is greatly reduced driveline noise and vibrations compared with conventional shafts.

Suited to commercial and recreational vessels from 30 to 200 feet, the Boss installation allows for the use of softer engine mounts reducing vibration. It bolts on to the hull transferring the thrust from the propellers to the hull and not back through the engine, meaning there is less pressure on the mechanical equipment as well.

Cardan shafts, that is, with a universal joint at each end, attach Seatorque to the engine package and eliminate alignment issues, both during construction and post-delivery.

With the Boss, there are no outdrive-type appendages, vulnerable to damage if impacted or bottomed out and no costly multiple propellers to damage in the event of contact with debris or worse.

TWIN DISC FIT

Glenn Frettingham, Managing Director at Twin Disc Pacific, said Seatorque produces an exceptional range of enclosed shaft products that perfectly align [we see what you did there:] with the Twin Disc propulsion systems.

The Boss Enclosed Shaft System is said to create a great synergy with the existing Twin Disc propulsion systems. Seatorque offers a two-year or 500 hour warranty and worldwide spars within 24 to 48 hours.

Twin Disc Pacific will showcase the Seatorque range at the Sanctuary Cove International Boat Show from May 25 to 28.