Henleys Propellers & Marine

Servicing the Marine Industry Since 1917

L/V 60/48R Naval Case Study

US Navy: *USNS Big Horn (T-AO-198)*

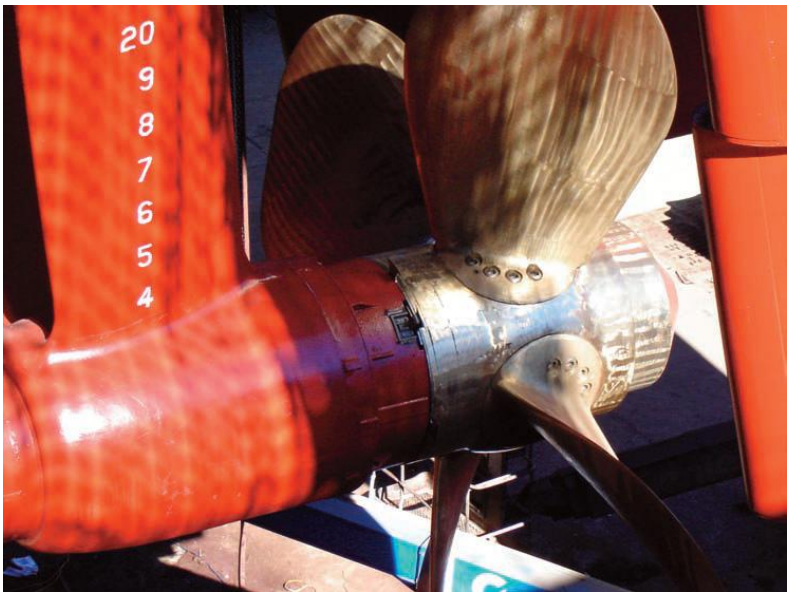
Reason for installation:
US Navy required a robust solution to protect their aft oil seals from line, hose and net entanglement damage.

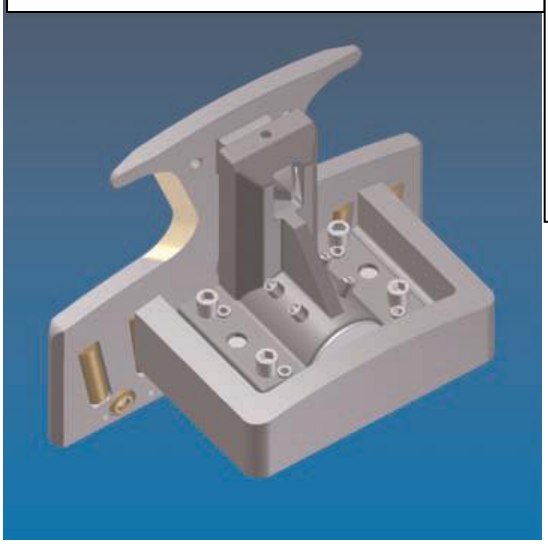
Challenges:
SPURS had to design the stationary blade to compensate for excessive end play.
This was caused by:

- The long shafts
- The oil that flows through to the shafts to the controllable pitch propellers

Customer: US Navy - Military Sea Lift Command
Propulsion: CPP.
Shipyard: NORSHIPCO - Norfolk Shipbuilding & Drydock Corporation, Norfolk, Virginia.

Customer satisfaction:
The US Navy later installed SPURS on all T-AO class oilers, plus several other





(2) LV 60/48R systems were installed with accompanying rope guards.

SPURS®
Line & Net Cutter Systems

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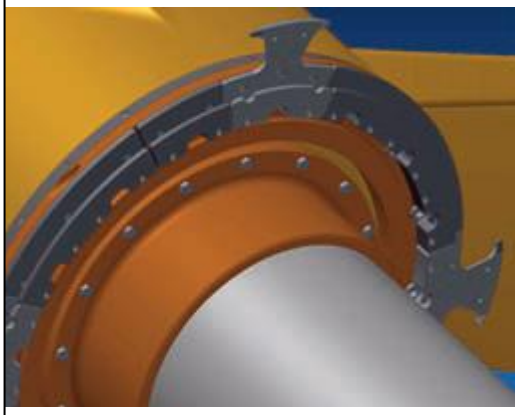
US Navy: *USNS Big Horn (T-AO-198)*

Propulsion type:
Two medium-speed Colt-Pielstick PC4-2/2 10V-570 diesel engines. Two shafts, with four blade, Rolls-Royce controllable-pitch propellers. Wartsila-Lips seals.



Key features

- Scissor-type cutter system
- 17-4 PH stainless steel, heat treated metal blade is at least 0.5" thick and machined sharp
- Stationary assembly allows for axial movement of up to 1/4"
- Pitch adjustment for stationary blade
- Blades rotate with propeller, cutting in forward and reverse
- Wedge feature enables a clean cut by pressing blades together during the event of a cut. Otherwise, the blades do not touch each other
- Cuts before a full revolution of the propeller
- Fail safe, “U" shaped retainer device

The installation was performed by a SPURS authorized installation Technician

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Line & Net Cutter Systems

SPURS Line & Net Cutter Systems
Supplied in New Zealand by Henleys Propellers & Marine
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