Designed for all types of Rov's, Auv's and Manned Submersibles

- SubSea Electric and Hydraulic Thrusters
- AUV Propulsor and Fin Actuator Modules
- Manned SubSea Propulsion Systems
- Pump Jet Propulsion Systems
- Electric Podded Propulsors
- Electric/Hydraulic Power Modules
- Cable Trencher....Excavator and Grabber Systems

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**SubSea Propulsion Technologies**

*RiSEA SubSea Pte Ltd* has the pleasure of enclosing our latest product summary for a full range of *SubSea Propulsion and Thruster Systems*, designed for manned submersibles, Rov’s, Auv’s and other SubSea applications.

SubSea Propulsion Systems are produced in a full range of high quality, cost effective, efficient, and compact thrusters designed for professional SubSea use. Designs are based upon over 40 years of experience in the Offshore SubSea Marine Industry.

Our portfolio is divided into Eight main Groups: *SubSea Thrusters - Electric (AC/DC) and Hydraulic, PumpJet Propulsion, AUV Propulsor Modules, Manned Propulsion Modules, Podded Propulsors, Electric/Hydraulic Power Modules, Cable Trencher / Excavator / Grabber Systems and Marine SubSea Tidal Turbines* with supporting hardware and control software.

**SUBSEA ELECTRIC THRUSTER SERIES**
## Group 1... Gold Cup Series
DC Electric SubSea Thruster Systems

<table>
<thead>
<tr>
<th>Model</th>
<th>Power Range</th>
<th>Input Power</th>
<th>Bollard Thrust</th>
<th>Weight (Lbs)</th>
<th>Feedback mode</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hp</td>
<td>Volts</td>
<td>Lbs</td>
<td>Air</td>
<td></td>
</tr>
<tr>
<td>SSE050</td>
<td>.50</td>
<td>120</td>
<td>42.5</td>
<td>10.5</td>
<td>Models SSE050, SSE100 &amp; SSE200 rated to 600M with motor controllers built into the thruster unit. For greater depths......</td>
</tr>
<tr>
<td>SSE100</td>
<td>1.0</td>
<td>260</td>
<td>85.0</td>
<td>12.0</td>
<td>Motor Controller to be located in a one (1) atmosphere housing available as optional or customer furnished.</td>
</tr>
<tr>
<td>SSE200</td>
<td>2.0</td>
<td>260</td>
<td>150.0</td>
<td>18.5</td>
<td>Alternative voltages are available – consult engineering department</td>
</tr>
<tr>
<td>SSE300</td>
<td>3.5</td>
<td>260</td>
<td>215.0</td>
<td>24.0</td>
<td></td>
</tr>
<tr>
<td>SSE500</td>
<td>5.0</td>
<td>260</td>
<td>319.0</td>
<td>34.5</td>
<td></td>
</tr>
<tr>
<td>SSE800</td>
<td>8.0</td>
<td>260</td>
<td>425.0</td>
<td>34.5</td>
<td></td>
</tr>
<tr>
<td>SSE1200</td>
<td>12.0</td>
<td>600</td>
<td>510.0</td>
<td>48.5</td>
<td></td>
</tr>
<tr>
<td>SSE1500</td>
<td>15.0</td>
<td>600</td>
<td>637.5</td>
<td>60.5</td>
<td></td>
</tr>
<tr>
<td>SSE2000</td>
<td>20.0</td>
<td>600</td>
<td>850.0</td>
<td>72.0</td>
<td></td>
</tr>
</tbody>
</table>

Full ocean depth oil filled/pressure compensated.

The SubSea Propulsion Systems Electric Propulsor breaks new ground in thrust; weight and reliability by the introduction of an internal sealing located between the rotor and stator, creating two separate isolated and sealed sections. Water cannot reach the stator and electronics through the shaft seal. Using sealed bearings the rotor can therefore run in water or oil

### Technical Features:

All models feature DC brushless rare earth motors for maximum reliability and power. Standard voltages are shown.

The Gold Cup Series will accept DC input voltage options from 140 to 400 Vdc (optional voltages available). The Series feature power & control electronics housed within the thruster motor case for maximum reliability & simplified installation.

The Gold Cup Series utilize hull sensor feedback motor controller. The Motor Control Modules are normally mounted in a customer or EMS one (1) atmosphere housing. Housings rated up to full ocean depth are available.

All Models feature a Propeller, designed for bi-directional rotation with Kort type nozzles for high bollard thrust & open water efficiency. Clockwise & counterclockwise rotation propellers are available for all models.

Direct e-motor drives with no planetary gear reduction units resulting in “Silent” and “Reliable” operation with lightweight & compact designs at competitive pricing.

Custom configurations include alternate voltages, subsea connectors, power ratings, mountings & depth ratings as well as open (un-ducted) propellers, etc.
Incorporated by the thruster Drive is the **Custom Designed Motor Controller** (DC) incorporating an advanced control system with four-quadrant torque and speed control. Serial & CANopen communication is available with programmable I/O in/outputs, for Speed and Torque Control Modes. Thrust or torque can be controlled and synchronized with other brushless type thrusters resulting in simple coordinated interaction between the thruster units.

**The standard SCE-Control System is as follows:**
1. +POWER_SUP
2. -POWER SUP
3. GND_CONTROL
4. +12V_CONTROL
5. ANALOG_IN+ (+-10 V command)
6. ANALOG_IN- (+-10 V command)
7. ENABLE_IN (digital input: when disabled, motor power is disconnected minimizing loses and possible torque commands)
8. OK_OUT (digital output: ACTIVE = OK, INACTIVE = MOTOR FAULT)

**Control boards with the following options:**

- **SCE-A** - Main Power, 12Vdc control power, + 10V speed control
- **SCE-B** - Main Power, RS/485, +-10V speed control
- **SCE-C** - Main Power, RS/485, CANopen
Group 1B ... **Hydraulic SubSea Thruster Systems**

An efficient and compact piston type hydraulic motor is designed to be fitted to the thruster strut as part of the thruster hub. This motor has variable horsepower (constant torque) characteristics. The hydraulic motor has optimum running clearances and hydraulic balance to assure sustained high efficiency over the life of the motor. The inertia of rotating parts is low... **parts are symmetrical, providing dynamic balance and free of vibration.**

The hydraulic thruster and propulsion systems are diverse and include a number of unique, high precision systems, ranging from the standard "Work Horse" fixed position hydraulic thrusters to the full Azimuthing/Rotatable Thruster Systems for all subsea dynamic positioning requirements.

The **HPT** is a "unique" series of SubSea Hydraulic Thruster Systems, designed to be integrated with an highly efficient piston type hydraulic motor and incorporated to fit to the mounting strut as an integral part of the thruster hub with the Nozzle constructed in fiber composite, high density material. They come complete with Nozzle, mounting bracket and are offered from 12 to 110 horsepower.

The hydraulic motor integrates/mounts to the thruster pod and baring assembly, therefore extremely lightweight and compact. The design speed of the propeller averages 28 meters/sec or less, offering efficient and silent operation. Depending on the Model Series, either a 4 or 5 bladed propellers are used. The thruster systems are pressure compensated and operational to all ocean depths.

All thruster pod assemblies are manufactured from a high density ...fiber composite with all attaching hardware either 316 stainless steel or aluminum (hard anodized).

<table>
<thead>
<tr>
<th>Model</th>
<th>Thrust Max Static (Kgf) @ 250 Bar</th>
<th>Propeller Diameter (MM)</th>
<th>Weight in Air (Kg) Leg Weight</th>
<th>Weight in Water (Kg) Leg Weight</th>
<th>Maximum Operating Pressure (Bar)</th>
<th>Motor Capacity (cc/rev)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPT230</td>
<td>210 Kgf</td>
<td>230</td>
<td>12.2</td>
<td>8.7</td>
<td>350</td>
<td>10</td>
</tr>
<tr>
<td>HPT300</td>
<td>360 Kgf</td>
<td>300</td>
<td>14.3</td>
<td>7.3</td>
<td>300</td>
<td>23 &amp; 32</td>
</tr>
<tr>
<td>HPT380</td>
<td>415 Kgf</td>
<td>380</td>
<td>22.8</td>
<td>18.4</td>
<td>300</td>
<td>45</td>
</tr>
<tr>
<td>HPT420</td>
<td>570 Kgf</td>
<td>420</td>
<td>25.7</td>
<td>15.7</td>
<td>300</td>
<td>63</td>
</tr>
<tr>
<td>HPT500</td>
<td>1075 Kgf</td>
<td>500</td>
<td>48.5</td>
<td>25.5</td>
<td>300</td>
<td>107 &amp; 125</td>
</tr>
<tr>
<td>HPT7750</td>
<td>1280 Kgf</td>
<td>750</td>
<td>142.4</td>
<td>74.5</td>
<td>400</td>
<td>160 &amp; 180</td>
</tr>
<tr>
<td>HPT950</td>
<td>1500 Kgf</td>
<td>950</td>
<td>174.8</td>
<td>90.8</td>
<td>400</td>
<td>250</td>
</tr>
</tbody>
</table>

Thrust figures are "measured" with a type 19A Nozzle Profile at zero speed of advance.
Hydraulic System Accessories:
RiSEA supplies complete Hydraulic Manifold Control Modules, Electric/Hydraulic pressure-compensated Power Packs and compensators.

Group 2 ... Auv Propulsor / Fin Actuator Modules
With Positioning Control for the AUV builder

RiSEA announces a unique "New Series" of AUV Thruster / Fin and Position Modules, designed as off-the-shelf Propulsion, Fin Control and Positioning Modules, providing the AUV builder, a "major building block" for maneuverability, position keeping and/or SubSea Dynamic Positioning capabilities.

The AUV Propulsor Module utilizes a very efficient thruster assembly, arrangement of Fins "quad configuration" and controllers plus auto-pilot and positioning control, mounted in a light weight (carbon-fiber composite) Module.

The AUV Propulsor Modular is complete with the following major components.
- A Modular designed Propulsor (customized to your vehicle design).
- Fin Actuators + controllers
- Electronic Control Package for simplified integration of propulsion, control and communication.

A Modular design approach for the AUV manufacture offering the basic building block... The Propulsor Module is offered (as standard) with single propeller "Fixed" Module and offered (as optional) with a dual counter-rotating propeller system or a Steerable module configuration with no body fins required.
Leave Propulsion and Maneuverability to the experts… and use your expertise and imagination in creating the additional building blocks required for Shallow and Deep Water operations into the 21st Century.

Motor Controllers (ECU) Boards are offered for full speed control functions and incorporated inside the Module. The Fin Actuator Assembly and control electronics are housed within the oil filled, pressure compensated housing, and engineering for building a mock-up C++ application that controls the 8 axis (Thrusters) through Ethernet TCP/IP interface.

<table>
<thead>
<tr>
<th>Model</th>
<th>Module Diameter</th>
<th>Thruster Power</th>
<th>Prop RPM</th>
<th>Developed Thrust</th>
<th>Control Fins</th>
<th>Module Power</th>
<th>Control Power</th>
</tr>
</thead>
<tbody>
<tr>
<td>A9PM</td>
<td>9 inch 228.6 mm</td>
<td>375 watts</td>
<td>575</td>
<td>32 lbs-f</td>
<td></td>
<td>48 Vdc</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>560 watts</td>
<td>500</td>
<td>45 lbs-f</td>
<td></td>
<td>48 Vdc</td>
<td>12/24 Vdc</td>
</tr>
<tr>
<td>A12PM</td>
<td>12 inch 304.8 mm</td>
<td>600 watts</td>
<td>475</td>
<td>48 lbs-f</td>
<td></td>
<td>48 Vdc</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>900 watts</td>
<td>450</td>
<td>75 lbs-f</td>
<td></td>
<td>48 Vdc</td>
<td></td>
</tr>
<tr>
<td>A18PM</td>
<td>18 inch 457.2 mm</td>
<td>1200 watts</td>
<td>425</td>
<td>100 lbs-f</td>
<td></td>
<td>48/72 Vdc</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1800 watts</td>
<td>400</td>
<td>145 lbs-f</td>
<td></td>
<td>48/72 Vdc</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2500 watts</td>
<td>385</td>
<td>205 lbs-f</td>
<td></td>
<td>48/72 Vdc</td>
<td></td>
</tr>
<tr>
<td>A21PM</td>
<td>21 inch 533.4 mm</td>
<td>3750 watts</td>
<td>325</td>
<td>300 lbs-f</td>
<td></td>
<td>48/72/140</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>4500 watts</td>
<td>315</td>
<td>365 lbs-f</td>
<td></td>
<td>48/72/140</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>6000 watts</td>
<td>300</td>
<td>485 lbs-f</td>
<td></td>
<td>48/72/140</td>
<td></td>
</tr>
</tbody>
</table>

Higher Power options, special configurations and voltages offered – please contact engineering.
L&T pioneers torpedo-tube “ADAMYA” AUV.... the 850-kg AUV with a diameter of 533-mm and length of 5700-mm is powered by Lithium-polymer batteries with enough charge to keep it going for 8-hr at 4 knots.

The RiSEA Two contra-rotating propellers give the Adamya a top speed of 6-kt, and a cruise speed of 4-kts. The vehicle is also capable of hovering.

One Atmosphere Thruster Motor Controller Housings designed to operate RiSEA Subsea Thrusters.

Housings made from Titanium Ti AL6-4V and rated for 6,000M (available in Aluminum + stainless steel for other depths).

- Design Safety Factor 1.15
- Housings to have a vent plug
- Housings to have a water detector sensor
- Housings to have a vacuum seal test port on each end
- Housing fasteners to be SS316
- Housing end caps drilled and tapped to accept ground straps
- Housing end caps drilled and tapped for jacking bolts for end cap removal
**Group 3 ... *SubSea Propulsion Modules***

**Designed for Manned Vehicles/Navy SDV’s and ASDS applications**

SubSea Electric Propulsion Modules are designed to be used on a manned submersible vehicle. The Drive System consists of brushless motors, feedback devices and control electronics housed to permit submerged operation in water.

The unit uses dual redundant (2) motors on a common shaft, two feedback devices and two sets of Motor Controls, sensors and electronics in a single integrated housing – complete “get home capability”. The unit will accept nominal 150-300 Vdc input power and a speed control command to provide shaft output at the commanded rotational speed.

<table>
<thead>
<tr>
<th>SubSea Propulsion Modules</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 Hp / 150 Vdc brushless electric motor / Controller assembly. Designed and manufactured for the SDV (Seal Delivery Vehicle) program. Motor has dual 10 Hp windings + controllers in case of failure.</td>
</tr>
</tbody>
</table>

Delivered for the Dolphin Class Swimmer Delivery Vehicle

The motor controller and amplifiers will interface with the Operators Main Control System to control the shaft speed. The Operator provides a speed command to the Motor Controller/amplifiers.
The system is configured such that should one motor or controller fail, the unit shall remain functional with reduced available shaft power.

<table>
<thead>
<tr>
<th>Model Number</th>
<th>Power Hp</th>
<th>Kw</th>
<th>Developed Thrust Lbs-f</th>
<th>Kgs-f</th>
<th>RPM</th>
<th>Motor Bus Voltage</th>
<th>Control Voltage</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPM10</td>
<td>10</td>
<td>7.5</td>
<td>420</td>
<td>190</td>
<td>420</td>
<td>150vdc</td>
<td>28vdc</td>
</tr>
<tr>
<td>SPM20</td>
<td>20</td>
<td>15.0</td>
<td>880</td>
<td>400</td>
<td>300</td>
<td>150vdc</td>
<td>28vdc</td>
</tr>
<tr>
<td>SPM35</td>
<td>35</td>
<td>26.0</td>
<td>1575</td>
<td>715</td>
<td>280</td>
<td>150vdc</td>
<td>28vdc</td>
</tr>
<tr>
<td>SPM50</td>
<td>50</td>
<td>37.5</td>
<td>2250</td>
<td>1,022</td>
<td>240</td>
<td>150vdc</td>
<td>28vdc</td>
</tr>
<tr>
<td>SPM75</td>
<td>75</td>
<td>56.0</td>
<td>3600</td>
<td>1,636</td>
<td>180</td>
<td>150vdc</td>
<td>28vdc</td>
</tr>
</tbody>
</table>

Power will be provided to the (MCs) as 150vdc for motorbus and nominal 28vdc for control electronics.

**Dual Propeller - Counter Rotating Propulsion Modules for Stealth “Silent” Operation.**

Approximately 18% more thrust and ...the counter rotation design assures that no gyroscopic moments are transferred to the vehicle. Very fast response times are assured with "Silent and Vibration Free Operation".

SubSea Steerable Propulsion Modules providing port/starboard and descend/ascend 30°-0°-30° elevation & steering control...

**Group 4 ... PumpJet Propulsion Systems**

*SubSea Propulsion Technology*, offers a "New Series" of *PumpJet Propulsion Systems*, providing the AUV builder, a "major building block" for efficient, silent, vibration-free operation, eliminating propeller drag. And no gyroscopic moments are transferred to the vehicle. Very fast response times are assured with...

"Silent and Vibration Free ..... Stealth Operation.

The Systems are offered in an Electric DC configuration with Brushless Permanent magnet motor designed as an integral part of the PumpJet Propulsor and designed as off-the-shelf Propulsion Modules.

*They are lightweight... Silent... Ruggedly Reliable*
The module contains the PumpJet system designed as an integral module (carbon-fiber) with dual side intakes and discharge nozzle systems. The module incorporates a “Quad” fin system for vehicle control and incorporates a complete PumpJet and electric fin actuator system.

### System Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>Power (Max)</th>
<th>Thrust Developed</th>
<th>Discharge Velocity</th>
<th>Module Diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hp</td>
<td>Watts</td>
<td>Lbs</td>
<td>Ft/Sec</td>
</tr>
<tr>
<td>9PJM</td>
<td>2</td>
<td>1,492</td>
<td>35.0</td>
<td>16.0</td>
</tr>
<tr>
<td>12PJM</td>
<td>5</td>
<td>3,730</td>
<td>87.5</td>
<td>39.7</td>
</tr>
<tr>
<td>18PJM</td>
<td>8</td>
<td>5,968</td>
<td>140</td>
<td>63.6</td>
</tr>
<tr>
<td>21PJM</td>
<td>12</td>
<td>8,952</td>
<td>210</td>
<td>95.5</td>
</tr>
<tr>
<td>24PJM</td>
<td>18</td>
<td>13,428</td>
<td>315</td>
<td>143.2</td>
</tr>
<tr>
<td>28PJM</td>
<td>20</td>
<td>14,920</td>
<td>350</td>
<td>160.0</td>
</tr>
</tbody>
</table>

PumpJet Modules are rated for full ocean depth and are bolt-on modules. They are easy to remove and can be replaced within minutes. SubSea Propulsion Pumpjets are manufactured in hard anodized marine grade aluminum bodies (Carbon-Fiber Composite optional) and utilized for the PumpJet suction and nozzle assembly.

**Principal PumpJet Propulsor applications include:**

- Covert surveillance in harbors and over the horizon in "other side" territory.
- Security related "obstacle" detection, positioning, classification and ultimately destruction.
- Shallow water autonomous control/operation of vehicle for vessel under hull attachment of obstacles such as mines or inspection for drugs packages. Harbor or at-sea operations.

### Group 5 ...SubSea Electric Podded Propulsors with Nozzle Assemblies

**“Fixed and Steerable Configurations” designed for Manned Submersibles and Tourist Submarine applications.**

A “Unique” Series of Electric Propulsors incorporating a brushless dc electric motor as an integral part of the thruster hub. Introducing **“Silent Propulsion Systems”** that are, efficient, compact and lightweight using carbon-fiber propeller technology. The drives utilize variable speed motor controllers. The thruster pod ratios are idealized for maximum flow conditions.

The **"Podded Wet"** Propulsor systems are designed to prevent leakage. Typical subsea thruster systems are prone to water entering or oil leaking through the propeller shaft seals. The **"Wet" Propulsor design** eliminates this problem by the introduction of an internal sealed diaphragm located between the rotor and stator, creating two separate isolated and sealed compartments. Water cannot reach the stator and electronics through the shaft seal. By incorporating Kort type nozzles – a 30% increase in bollard thrust is achieved.
**High Power SubSea Podded Propulsors with Kort Nozzles**

<table>
<thead>
<tr>
<th>Model</th>
<th>Power</th>
<th>Thrust</th>
<th>Prop Dia</th>
<th>Input Voltages to the Controller</th>
<th>Current @ 440vac</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hp</td>
<td>Kw</td>
<td>Lbs</td>
<td>Kgf</td>
<td>Inch</td>
</tr>
<tr>
<td>P20E</td>
<td>20</td>
<td>15</td>
<td>720</td>
<td>325</td>
<td>15.0</td>
</tr>
<tr>
<td>P30E</td>
<td>30</td>
<td>22</td>
<td>1080</td>
<td>490</td>
<td>18.0</td>
</tr>
<tr>
<td>P50E</td>
<td>50</td>
<td>37</td>
<td>1800</td>
<td>800</td>
<td>24.0</td>
</tr>
<tr>
<td>P75E</td>
<td>75</td>
<td>56</td>
<td>2700</td>
<td>1225</td>
<td>28.0</td>
</tr>
<tr>
<td>P100E</td>
<td>100</td>
<td>75</td>
<td>3600</td>
<td>1635</td>
<td>30.0</td>
</tr>
<tr>
<td>P150E</td>
<td>150</td>
<td>112</td>
<td>5400</td>
<td>2450</td>
<td>32.0</td>
</tr>
</tbody>
</table>

**Motor Controller:**

The Drive System is a fully proportional drive with Serial Link capabilities if required.

The drive uses EUPEC IGBT modules, which have continuous ratings from 50 amps to 350 amps. The middle boards are a gate drive from CONCEPT and the control board sits on top. Situated behind the IGBT module is a capacitor or power board. Input power, either AC or DC input power comes in from this side.

The capacitor board comes in different designs depending on the input power requirements, whether the power needs to be rectified, the magnitude of the voltages, the types of control power available, required inrush suppression and the amount of transient and ripple suppression required on the DC bus. The Motor Controller is designed to be heat sink mounted in a dry compartment.
SubSea Propulsion Technology use Modbus for our serial interface and can work with a wide range of different Input and Output requirements.

SubSea Naval Propulsion and Maneuvering Electric Drive Systems

Naval Auxiliary Propulsion Units - APUs

For Naval Frigates - Cruisers - Carriers - Submarines

RiSEA Propulsion Group, is recognized as one of the world’s leading Electric Podded Thruster and Propulsion Systems Manufacturer and introduces its unique Auxiliary Electric Podded Azimuthing / Retractable Propulsion Units for all types of Naval Vessels.

.... Naval Solutions ...

Offering "Dynamic Electric Propulsion"....with its "Electric-Podded Technology", RiSEA offers compact designs, silent operation with low maintenance costs which are only a few of the Remarkable properties....
FEATURES

- High Thrust to HP Ratio
- Azimuthing and Retractable
- High reliability – Rugged design
- Direct Drive reliability (no gearbox)
- Lightweight Design
- Environmentally Friendly
- Proportional Thrust with VFD Low Harmonic Drives...

Ease of Installation with reduced costs...

With the electric motor designed as part of the thruster pod and water cooled, there are no requirements for forced air ventilation of the electric motor, no shafting requirements for couplings and alignments.....

Noise Suppression Technology...

Because the electric motor is designed as an integral part of the thruster hub and attached directly to the propeller shaft, there are no gears boxes or gear reductions providing maximum system efficiency with lower noise and vibration levels produced.

Meets or exceeds Mil-S-901D Shock Specifications...

Designed For ............

Midget Submarines

The Standard Single Propeller Electric Drive with Motor Controllers (ECU) is offered for full speed control functions. Depending on the application and customer requirements the stator/rotor housing can be part of the pressurized hull or outside the pressurized housing, oil filled and pressure compensated.

The “New” Counter Rotation design assures that No Gyroscopic Moments are transferred to the vehicle. Very fast response times are assured with ...“Silent & Vibration Free Operation”...

Excellent Maneuvering with Emergency Steering.....
The RiSEA SubSea Retractable/Azimuthing Electric thruster Systems combines full Maneuverability with effective propulsion during those difficult periods of slow speed maneuvering or dynamic positioning. The system is ROBUST with little required maintenance and is ... RUTHLESSLY RELIABLE

**Group 6 …Electro/Hydraulic Power Modules**

RiSEA SubSea introduces a new series of Electric/Hydraulic Power Modules designed to provide hydraulic power to remotely operated vehicles, subsea tool kits or any submersible hydraulic requirement that requires, Efficient, Intelligent, Silent and Reliable operation...

**Rated from 75 to 1000 Horsepower (56 - 705 Kw)**
... In Single or Dual Modules ...

*Fast Control of Magnitude - Constant Torque Control*
*Silent - Robust - Ruthless Reliable*

The **HPM Series of Hydraulic SubSea Power Modules** is a "unique" series, designed with a piston type variable displacement hydraulic pump incorporated as an integral part of the electric power module. Each system comes complete with electric motor, hydraulic pump, and electric control unit, mounting brackets offered from 75 to 1000 horsepower.

They are designed for subsea operation. They are oil filled and pressure compensated for full ocean depth operation. Units are complete with electric motor, single or dual hydraulic pumps, pump to motor mounting block, bulkhead power connectors with water ingress and motor winding temperature sensors.

A separate pressure compensator is required to maintain pressure of oil in the motor at 1 bar (15 psi) above ambient to depth.

Dual shaft-ended drives allow use of two hydraulic pumps. This allows the option of separate propulsion and tooling hydraulics using separate hydraulic circuits.

**Applications include:**

- ROV and TMS hydraulic power packs
- Tooling hydraulic power packs
- Drives for Water Jetting power packs for pipe and cable burial tools

**Model Sizes:** 460V to 4160V, 3PH, 60HZ
Other SubSea Propulsion Hydraulic Products:

Electric/Hydraulic Power Packs can be offered as complete power modules including electric motor, single/dual hydraulic pump, servo valve control package, pressure compensated oil reservoir with mounted compensation system, all in one compact package with shock absorbing mounting frame.

SubSea Propulsion Solenoid Valve Modules (HCU)

Hydraulic Solenoid valve packs can be furnished to perform a number of functions on the ROV, such as rate control manipulators, actuators, pumps, cutters etc. They can be configured in a number of versions and include a oil filled/pressure compensated housing, complete with manifold block with each valve fitted with a pilot check and cross over relief valve to protect the circuit with an integral pressure reducing valve, manifold over pressure relief valve, water ingress alarm, diode steering with diagnostic LEDs visible through a clear manifold cover.

SubSea Propulsion Thruster Servo Control Modules (TCU)

RiSEA SubSea offers a wide range of Thruster Servo Control Valve Modules. They are normally configured for variable speed control of hydraulic thrusters fitted to the ROV or other applications that require variable speed functions. Valve Modules can be configured using both Servo or uni or bi-directional functions.

RiSEA SubSea Servo Valve Manifolds can accommodate a number of valves (4, 6, 7 or 8) One valve is required for the operation of one thruster unit. Other stations can be utilized to operate variable speed tools etc.

Servo Control Valves are sized to maintain the least pressure drop across the valve at full rated flow and pressure. The valves are mounted to the manifold that includes a combined soft start and over pressure relief valve block. The soft start valve is designed to off-load the electric motor on initial startup and is completely automatic, with no electric input. The over pressure valve provides system protection in the event of failure of the pump pressure compensator and is fully adjustable.

The valve manifold lid cavity is isolated from the main system and separately pressure compensated. This allows the lid to be drained and removed on deck for maintenance of the valve pack without disturbing the main system hydraulics.

The Thruster Servo Control Module is fitted with an electric subsea connector (number of pins determined by valve stack)
Group 7 ... **SubSea ROV Excavation Modules**
*Underwater Site Preparation/Excavation and Dredging Modules*

<table>
<thead>
<tr>
<th>Primary Nozzle</th>
<th>High Mass/Low Velocity - Discharge for large area of sand/debris removal.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Secondary Nozzle</td>
<td>Low Mass/High Velocity discharge or removal of Marine growth, cleaning and trench tunneling.</td>
</tr>
</tbody>
</table>

The modules come complete with Jetting nozzles. Other uses include:
- Seabed Leveling with Port/ Harbor dredging and clearance capabilities.
- Treasure Hunting and is ideal for removal of sand in large areas with digging capabilities.

**Maneuverability in strong currents – Tracking**

Models are available in 25, 50, 75, 135, 175 and 250 Horsepower Modules. They are complete with electric/hydraulic pressure compensated drives in a Stationary or Maneuverable Option. The operator can combine Underwater Camera Systems with Lighting, and can incorporate manipulator arms, and a sub-bottom profiler. The module can incorporate a flotation collar with full ship-based control systems.

*Electric Excavator Modules available up to 1000Kw in various voltages – pressure compensated for SubSea use.*

**SubSea Remote Recovery Module**
*(Maneuverable Grab/Excavator Module – from 25 - 250 Hp)*

The remotely operated grab excavator system is an electro/hydraulic operated multi-jaw grab module incorporating thrusters for maneuverability, a jetting system and lights with cameras. The module can be lowered and maneuvered over a target for recovery using the hydraulically actuated jaws.

The unit can be winched to the surface for unloading or maneuvered to a waiting contained located on the ocean bottom for later recovery.
**SubSea Cable Trencher Components...**

RiSEA SubSea Pte Ltd is a supplier of Cable Trencher major sub-assembly components and specializes in the following equipment:

- Subsea Electric Motor / Water Pumps
- Jetter Assemblies
- Jetter Manifold Assemblies
- Subsea Hydraulic Cylinders with position feedback
- Pressure & Flow Sensors
- Hydraulic Subsea Thrusters
- Pressure Compensated Main Hydraulic Reservoirs
- Hydraulic Valve Packs
- Pressure Compensated Electric connections enclosures
Optional Supplied Equipment....

Pressure Compensators

Pressure Housings

The Company:

RiSEA SubSea Pte Ltd, a member of the RiSEA Propulsion Group specializes in thruster and propulsion systems for all types of manned/unmanned underwater vehicles. This includes both hydraulic and electric thruster systems. RiSEA was formed in 1998 in the USA and now has its Main offices in Singapore and Batam, Indonesia with sales offices in Paris, the UAE (Dubai), Korea and Russia.

Full Testing facilities including water tank and pressure chamber.