

**STONE  
MARINE**



PROPULSION

# NEW PROFILE TECHNOLOGY PROPELLER

The proven **NPT** propeller design from Stone Marine Propulsion provides:-

- Highly efficient operation with the latest slow turning or de-rated engines
- Reduced fuel cost for the same ship speed
- Increased ship speed for the same fuel cost
- Reduced propeller weight and inertia
- Reduced aft end vibration and noise
- Reduced ballast draught and trim
- A more compact propulsion system
- All these benefits come at no extra cost



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The NPT propeller originated in Japan and its continued development, design and manufacture by us is based on a cooperative agreement between the Stone Marine Group and our Japanese partner.

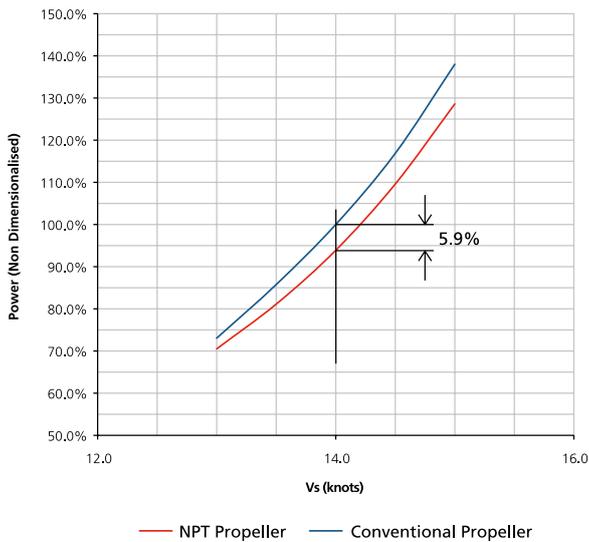
The acronym NPT stands for "New Profile Technology" and encapsulates one of the major features of the design. With its carefully researched aerofoil profile and design procedure, the NPT propeller has been proven to deliver higher efficiency and lower fuel consumption than an equivalent conventional propeller. It also possesses the advantages of a smaller optimum diameter, reduced weight and reduced moment of inertia.

The smaller optimum diameter of the NPT provides a unique advantage when it is used with a 'new generation' slow turning main engine such as the MAN B&W G type, or vessels with de-rated existing engines. The NPT propeller allows the full potential of very slow turning engines to be realised whilst maintaining adequate hull clearances.

Increasingly, NPT propellers are being specified for vessels of a variety of types and sizes by those progressive ship owners, ship yards and ship designers who are seeking to reduce both fuel costs and exhaust gas emissions to the atmosphere.

The effectiveness of the NPT propeller was recently demonstrated during the sea trials of a 32,000 dwt bulk carrier delivered to the Danish owner DS Norden A/S by the Jiangmen Nanyang shipyard.

Jiangmen Nanyang Shipyard 32.5k bulk carriers  
sea trial results with Conventional and NPT Propellers



Compared with earlier ships of the same design in which conventional propellers were installed, a vessel with an NPT propeller demonstrated a power saving of about 6% - the benefit had previously been calculated to be of the order of 3% to 4%. This was achieved with a standard engine; savings are estimated to be significantly greater when the propeller is used on a vessel fitted with a slow turning main engine.



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