alamarin-jet

Technical specification





Jet-245 basic data

Power

Rpm

Vessel displacement

Unit weight

Maximum diameter of impeller

Materials

max. 235kW/320hp

max. 4600 1/min

max. ~3,5t/7700lb (single jet, planing)

~95kg/209lb 245mm/9.6"

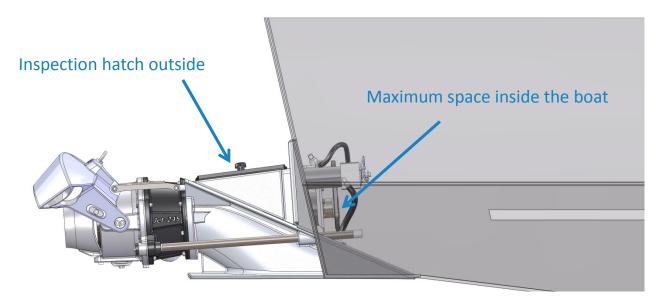
Aluminum, high grade stainless steel, plastic



New revolutional installation

Combi-frame construction (patent pending) provides flexible installation options. Unit can be either inside (short tail) or outside (long tail) of the boat hull.

1. "Long tail" installation.

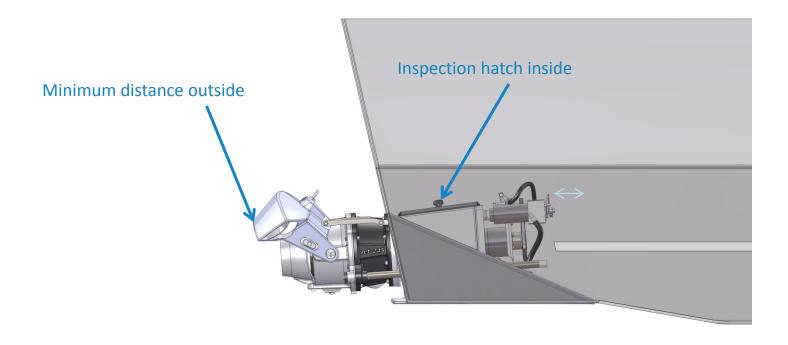






New revolutional installation

2. "Short tail" installation.



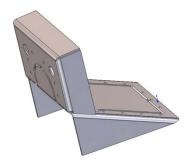


New revolutional installation

Boat builder point of view

- Simple installation templates, planar surfaces





- Flexible boat layout design, GRP mould inserts easy to use
- One unit construction, no multiple stock





Technical advantages

- Minimum practical drive flange distance from the transom on shaft line ~70mm.

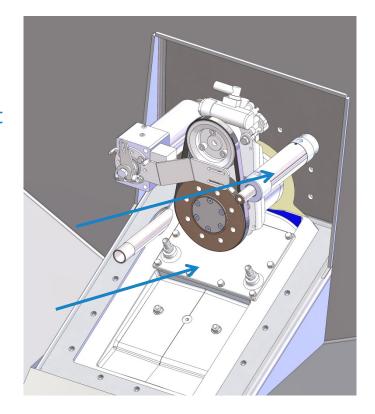




Technical advantages

Compact and cost effective design:

- Integrated steering cylinder.
- Rear bearing lubrication in the engine compartment
- Integrated reverse bucket hydraulic oil cooler.





Technical advantages

Serviceability and life cycle cost minimized:

- BIG inspection hatch.
- Stainless steel impeller.
- Conical stainless steel impeller wear ring can be replaced.
- Mechanical seal in front bearing housing (optional).
- Needle roller bearing in rear end with long life time.



Performance

- High cavitation limits, bollard pull max. 800+kg → amazing boat acceleration.
- High efficiency @ 30-45kn.
- Reverse pulling force 65% of forward thrust.
- Extremely good steering response due to special steering nozzle design.



References



HTech A25

Manufacturer: HT Engineering

Type: SAR-boat

Length: 7,95m

Beam: 2,85m

Displacement: 2,7t

Engine: 232kW@4000rpm, 1:1

Speed: 35kn