Standard on-off versus variable speed control

Dock smooth and quietly with speed controlled thrusters

Put a throttle in your thruster!

Get the luxury of silently adjusting how much thrust to use when maneuvering your boat into our out of a tight spot using variable speed control. Combining known performance and reliability with total control of thruster power provides an ease to beginners as well as seasoned boaters, while eliminating much of the noise associated with on-off thrusters.

Increasing boat sizes and the number of boats have outrun the harbor space for many years around the globe, making docking more challenging than ever. Easy maneuvering has become more critical, making thrusters a standard fit in most boats, as they undeniably offer great help while docking in challenging locations or adverse weather conditions.

With many boat owners having had boats with under-powered thrusters, they now would like to have enough power in their thrusters to make sure they perform well and do their job in the worst conditions. To install a thruster system rated for the worst conditions is advisable, as it is in these situations you need a thruster system the most.

However, while docking in calm weather conditions, many boat owners find that using 100% of the thruster effect is unnecessary and creates unwanted noise in an otherwise quiet harbor.

Sleipner PRO (proportional) thrusters will be a different experience and provide a no-compromise solution with fully speed-controlled thrusters. Unlike on-off thruster systems, where you will get a 100% thrust at once, a proportionally controlled system starts at a lower RPM as you throttle on. This makes a massive difference as the softer acceleration creates a lot less cavitation in the tunnel, which reduces noise in a thruster.

As you can now choose the right thrust for any docking situation, docking in a quiet harbor does not need a lot of power, and you will find that you can slip the boat into your dock almost without making a sound.

When running the thruster at reduced power, the heat development in a DC electric motor is much lower. In most cases, at 50% power or less, you can expect close to continuous run time, only limited by your available power supply.

The first part of docking is maneuvering alongside the pier safe and smoothly. The second part is staying there until you are tied off. With a twin system with variable speed control (bow and stern thruster), you also get a practical hold-function, enabling you to set and leave the level of thrust. It's a feature that short-handed skippers often rely on to pin their boats against the dock while they step off to secure the lines. You can easily adjust the amount of thrust applied depending on the docking conditions.

Visit www.sleipnergroup.com to learn more.