

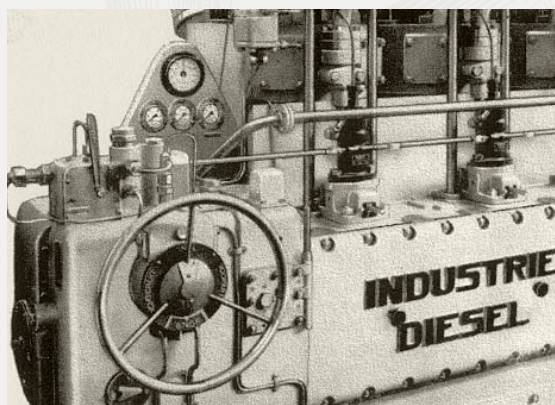
DISCOVER THE POWER BEHIND THALES EVERYTHING YOU NEED TO KNOW ABOUT THE ENGINES

1968 | The Thales ship was built as a cutter at the Langerbrugge shipyard in Belgium. Originally intended for fishing. The vessel was launched and christened as Zeebrugge 'Z519' Rachel-Sarah. And was used for fishing in the North Sea for several years. But at some point an engine failure occurred at sea off the coast of England. The ship then ran aground on the rocks of England, and the vessel was total loss. The owner then immediately built another ship.

2000 | A Dutchman took over the damaged ship and started repairing the ship in Ostend, Belgium. But he didn't finish it. In 2000 the ship came into the picture of Mr. J. Roode and he took over the hull, which was a very suitable hull to convert to a passenger ship. At the yard METZ in Urk the entire ship was stripped and completely equipped with new furnishings and superstructure. The technical installation also got a make-over, and the ship was ready to go again.

2002 | For the repowering, a new engine entered the ship. An INDUSTRIE, 6D41HD Turbo, with a Brevo reversing clutch. Type 3514 ratio 2-1 (overhauled 2007). The engine had already had years of service in a pumping station. The INDUSTRIE has had a major service and installed in the vessel. The engine was delivered in August 1968 to Waal- en Develpolder Heerjansdam for the pumping station 'De Hoge Nesse'.

2003 | The ship was launched again and got a new name: 'Thales'. The unique ship has been in service for 16 years now. The sailing area is the inland waters of the Netherlands, Belgium and Germany for passengers and at sea privately. But the home base of Thales remains Rotterdam.



“IT IS ALSO POSSIBLE TO
BUILD THE INDUSTRIE
ENGINE IN REVERSE.”

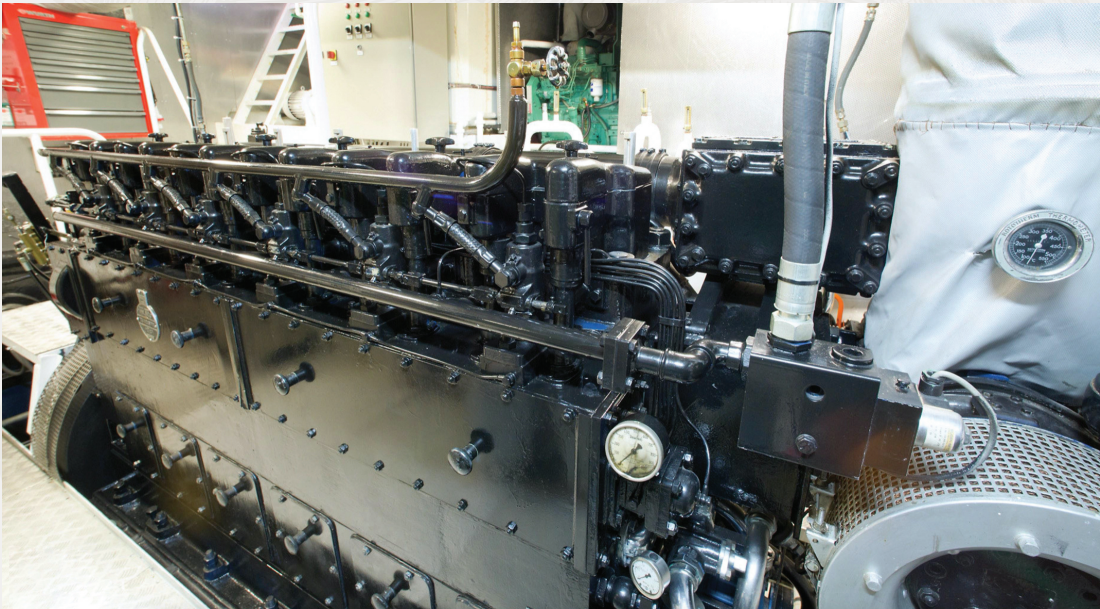
The INDUSTRIE 6D41HD engine was delivered in August 1968 to Waal- en Develpolder Heerjansdam for the pumping station "De Hoge Nesse" before fitted into the ship.

All INDUSTRIE engines have a solid cast iron lower crankcase and engine frame. The cylinder liners hang in the engine frame and consist of special high quality cast iron with excellent running properties and can still be coated with hard chrome if desired. The cylinder covers are also manufactured from special cast iron. The pistons are made of light metal and have a scientifically determined shape, so that when hot they fit correctly into the cylinder liners. The connecting rods and the crankshaft of INDUSTRIE engines are made of high-quality steel, have a special shape and are manufactured according to a patented method, as a result of which breakage is practically non-existent.

The crankshafts of all engine systems, from small to large, are precisely calculated with the most modern methods, including all driving parts. Where necessary, elastic couplings, torsional dampers, hydraulic, pneumatic or magnetic couplings etc. are used.

A separate INDUSTRIE starting air compressor is supplied with all INDUSTRIE motors with the necessary starting air vessels. The engines are provided with an attached closed cooling water system, which by means of a thermostatic valve ensures that the engine remains at a constant temperature under different loads.

The engines with six or more cylinders of 300 hp or more, can be directly reversible following the patented INDUSTRIE system, which pairs simplicity of operation with very fast and controlled operation. It is also possible to build the INDUSTRIE engine in reverse, which is important when used in twin-screw ship installations.



ENGINE SPECS

BRAND	INDUSTRIE
TYPE	6D41HD Turbo, not reversible
POWER	305 p.k.
TYPE	6 cylinder
BORE X STROKE	200 x 270
RPM	660
WEIGHT	5040 kg
YEAR OF CONSTRUCTION	1968
ENGINE NO	4593
DATE OF DELIVERY	17- 08 -1968