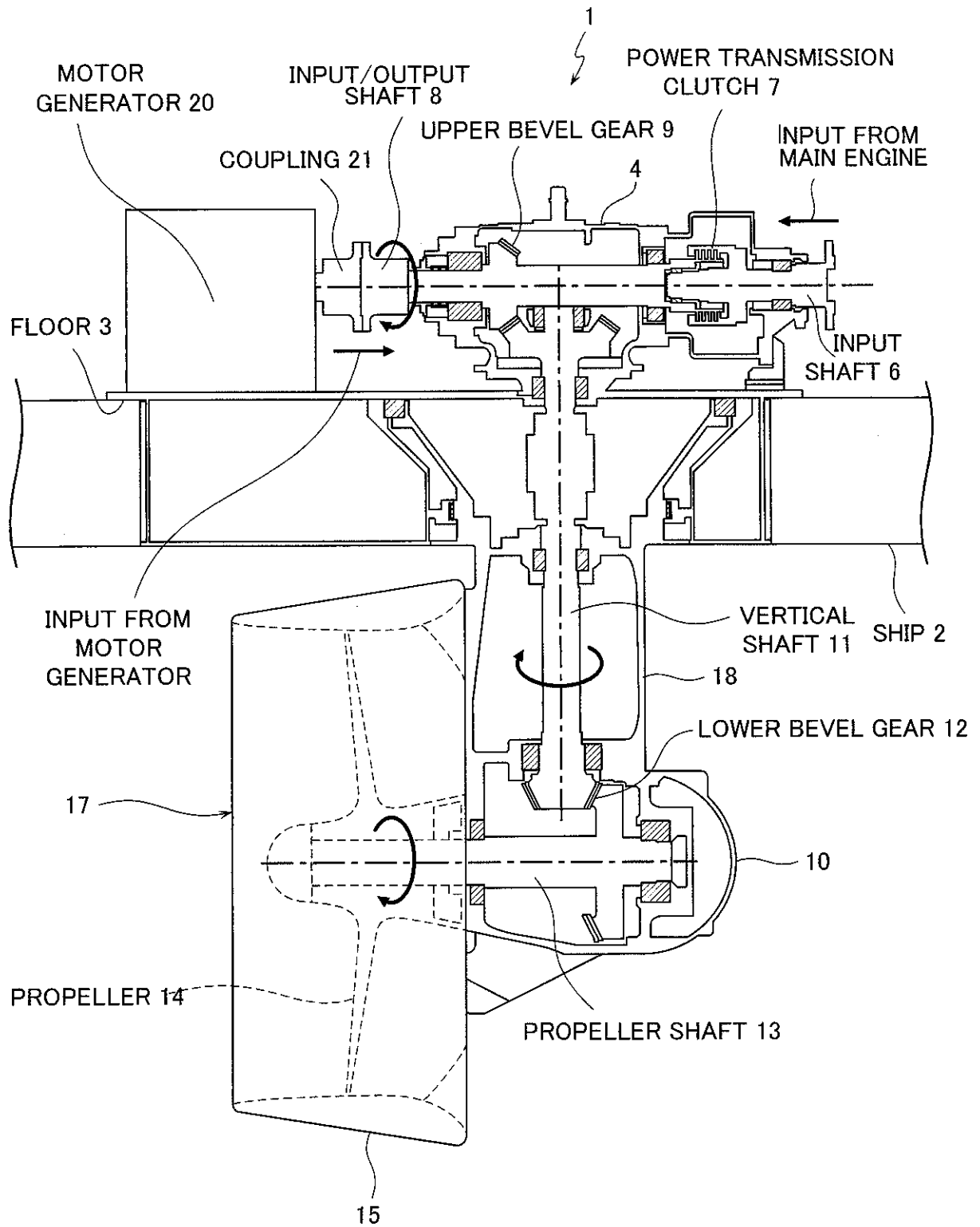


Fig. 1



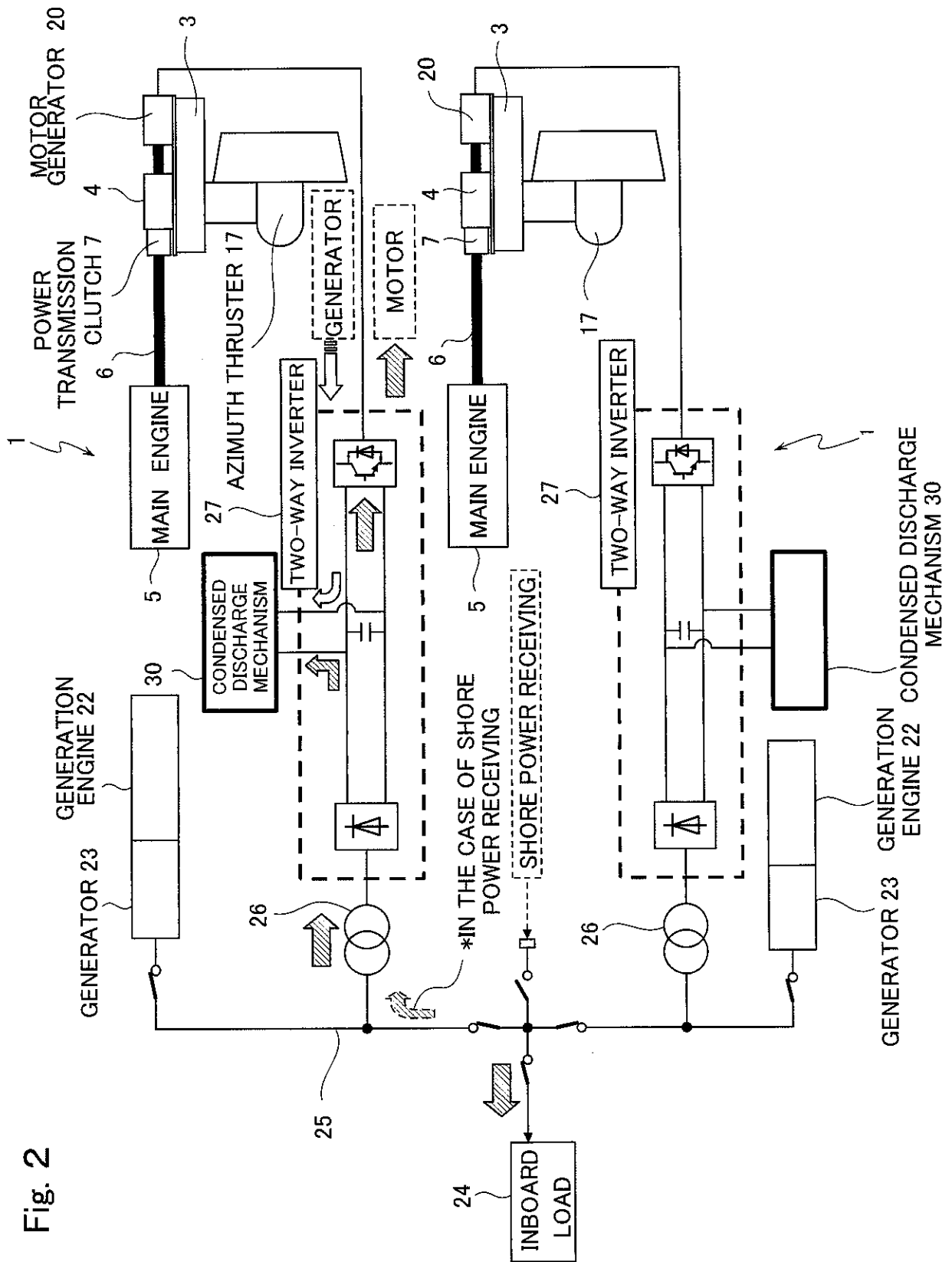


Fig.3

		NUMBER OF REVOLUTION OF INPUT/OUTPUT	MAIN ENGINE	POWER TRANSMISSION CLUTCH	MOTOR GENERATOR	GENERATION ENGINE	CONDENSED DISCHARGE MECHANISM	NOTES
SHIP RUNNING STATE	(MOTOR PROPULSION REGION)	EQUAL TO OR LESS THAN PRESET NUMBER OF REVOLUTIONS	STOP/IDLE	DISENGAGED	SPEED- CONTROLLED	TWO DEVICES OPERATED	CHARGED/ DISCHARGED	MOTOR ONLY
	(HYBRID REGION)	EQUAL TO OR MORE THAN PRESET NUMBER OF REVOLUTIONS	OPERATED	FITTED	TORQUE- CONTROLLED	TWO DEVICES OPERATED	CHARGED/ DISCHARGED	TORQUE ASSIST BY MAIN ENGINE + MOTOR/ POWER GENERATION
ANCHORED STATE		—	STOPPED	DISENGAGED	STOPPED	ONE DEVICE OPERATED	CHARGED	—
SHORE POWER RECEIVING STATE		—	STOPPED	DISENGAGED	STOPPED	STOPPED	CHARGED	—
IN CASE OF EMERGENCY		EQUAL TO OR MORE THAN NUMBER OF IDLING	OPERATED	FITTED	STOPPED	ONE DEVICE OPERATED	NOT USED	MAIN ENGINE ONLY

Fig. 4

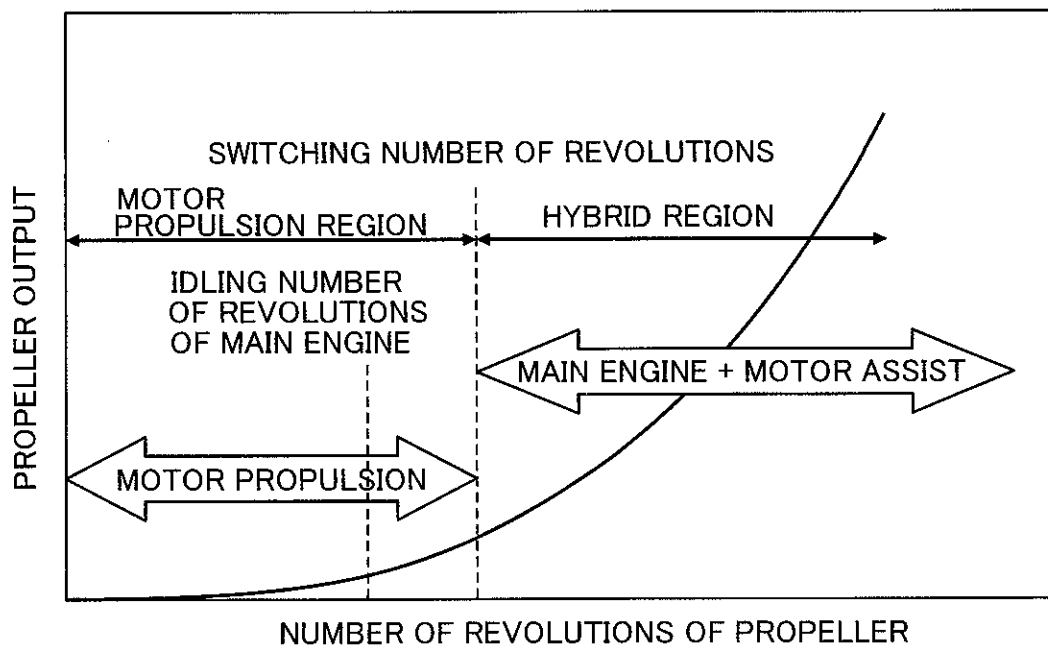


Fig. 6

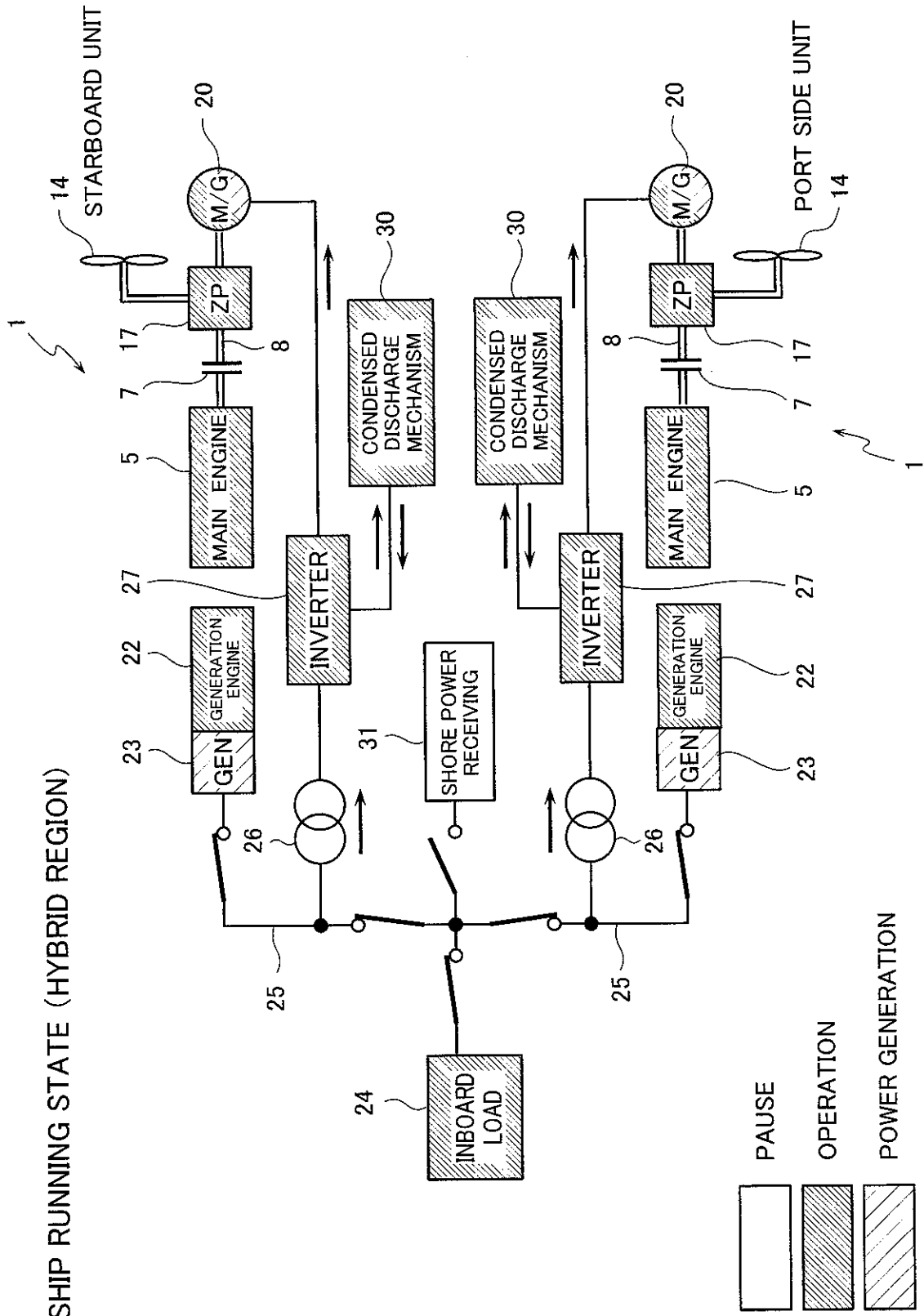


Fig. 7

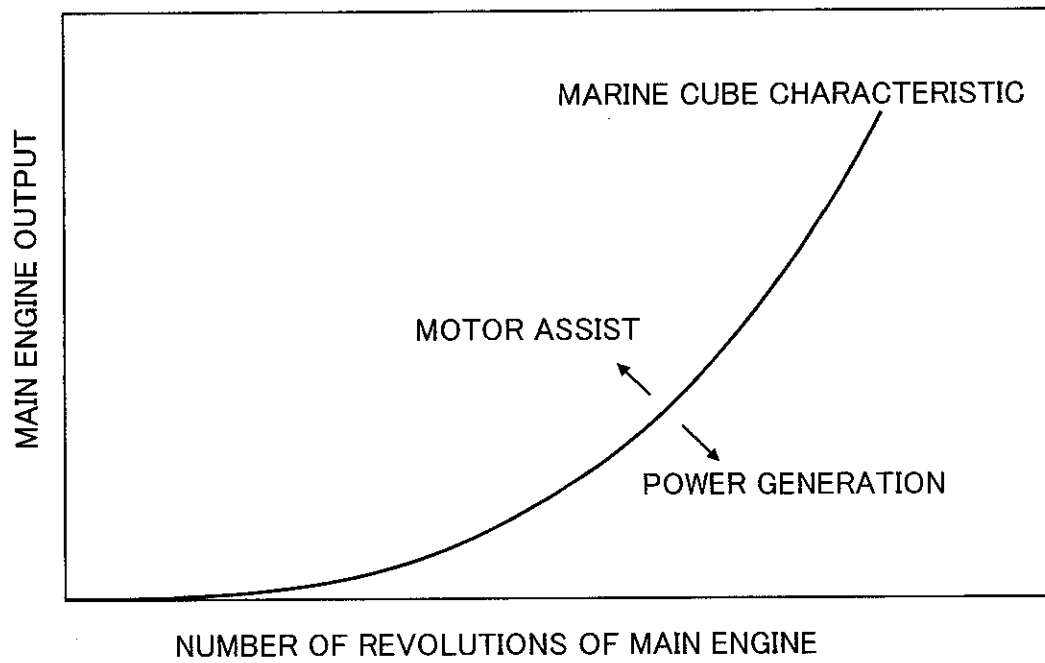


Fig.8

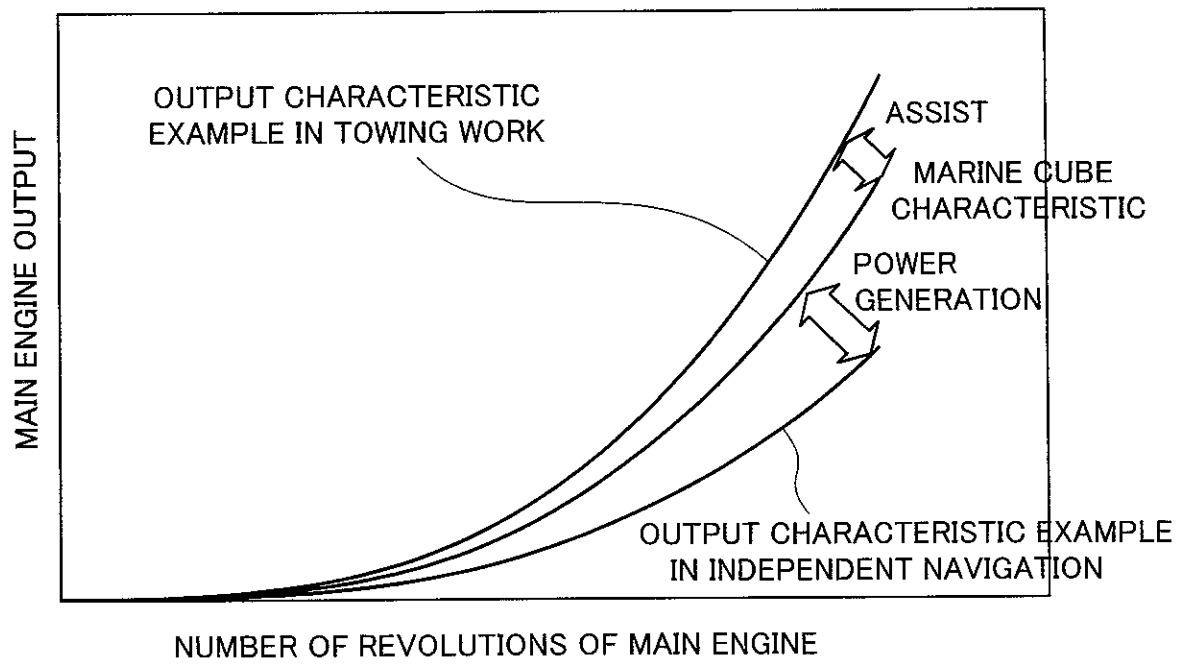
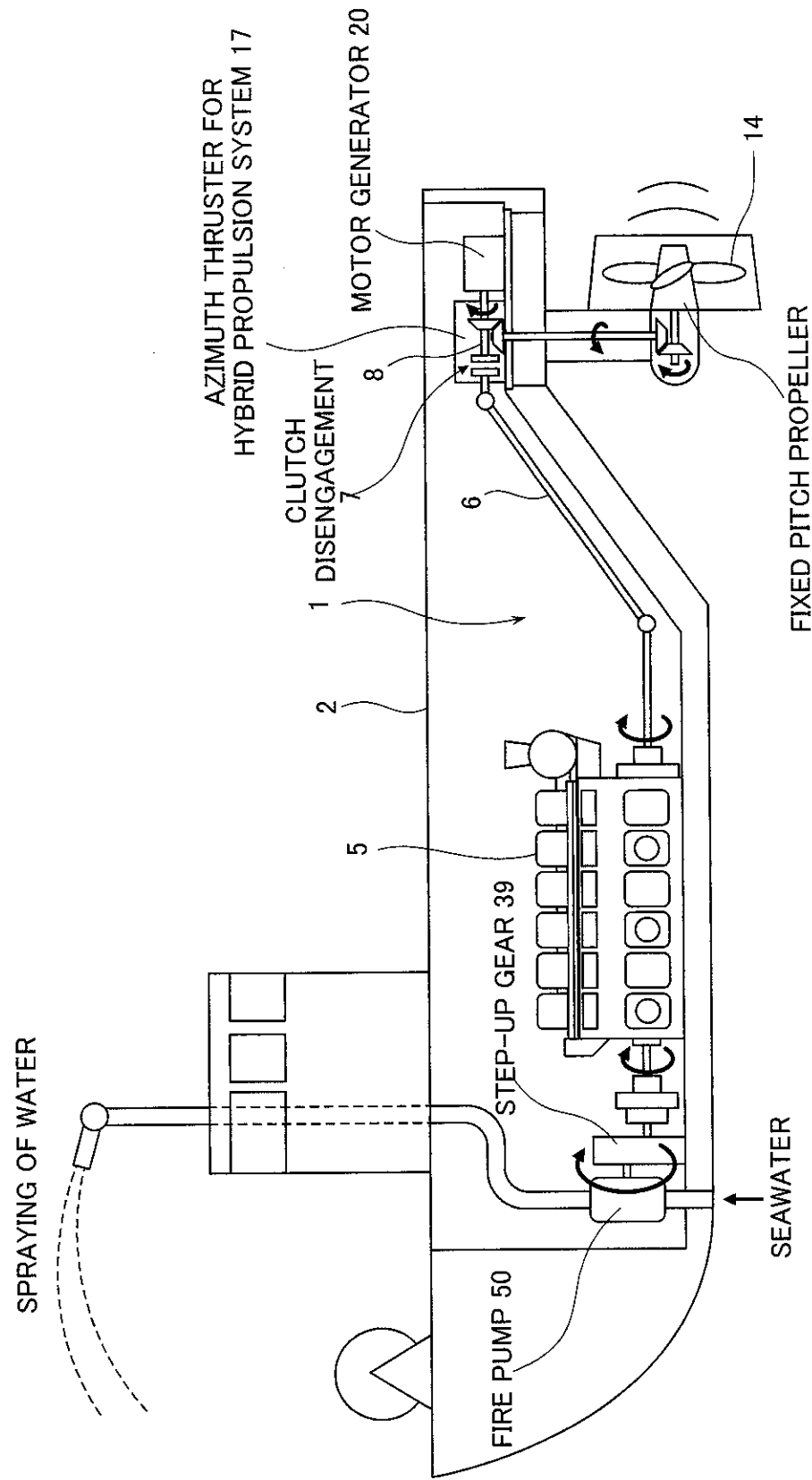


Fig.10



FIRE PUMP USED IN AZIMUTH THRUSTER FOR HYBRID PROPULSION SYSTEM

Fig. 11

FIRE PUMP OPERATING STATE

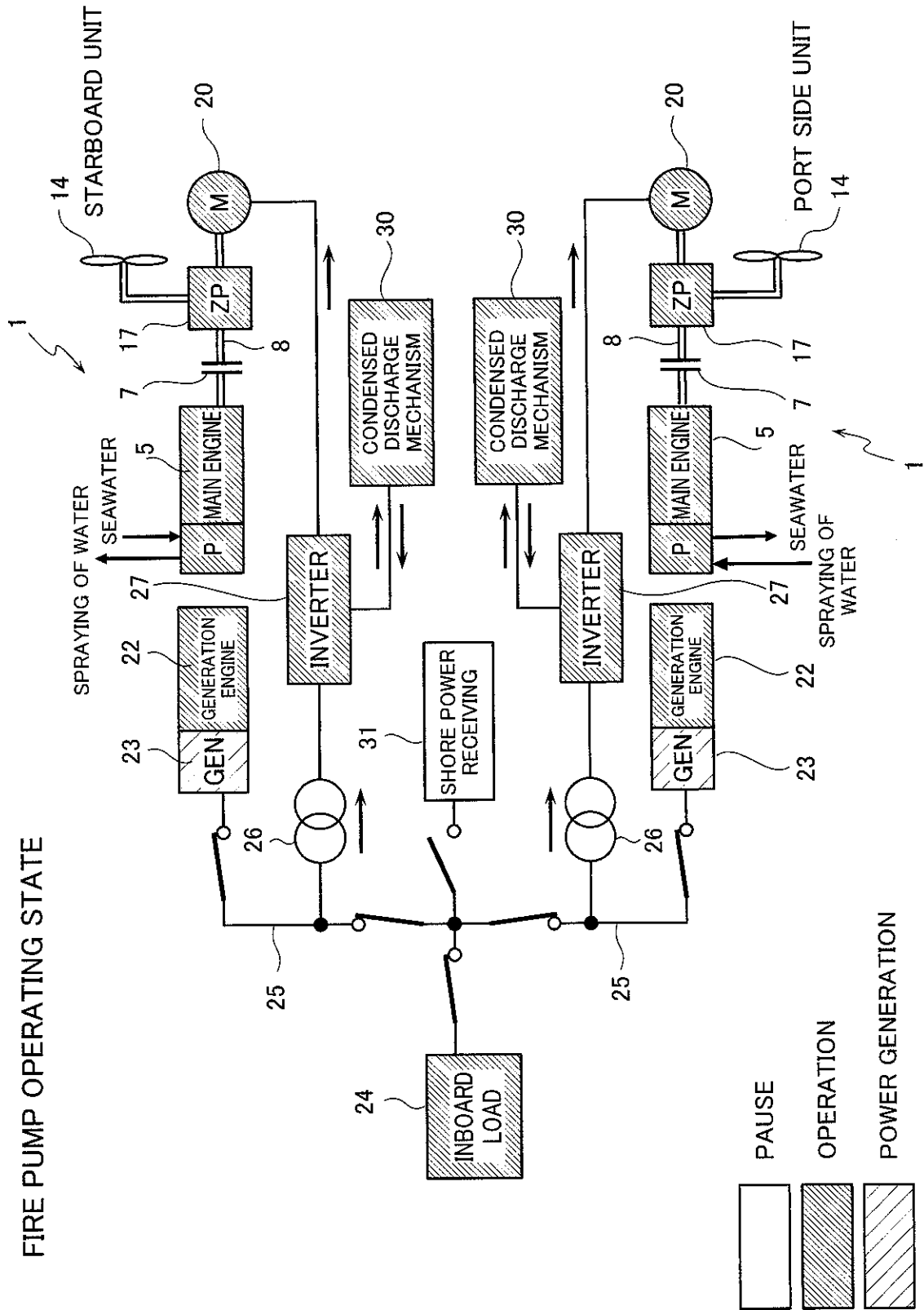
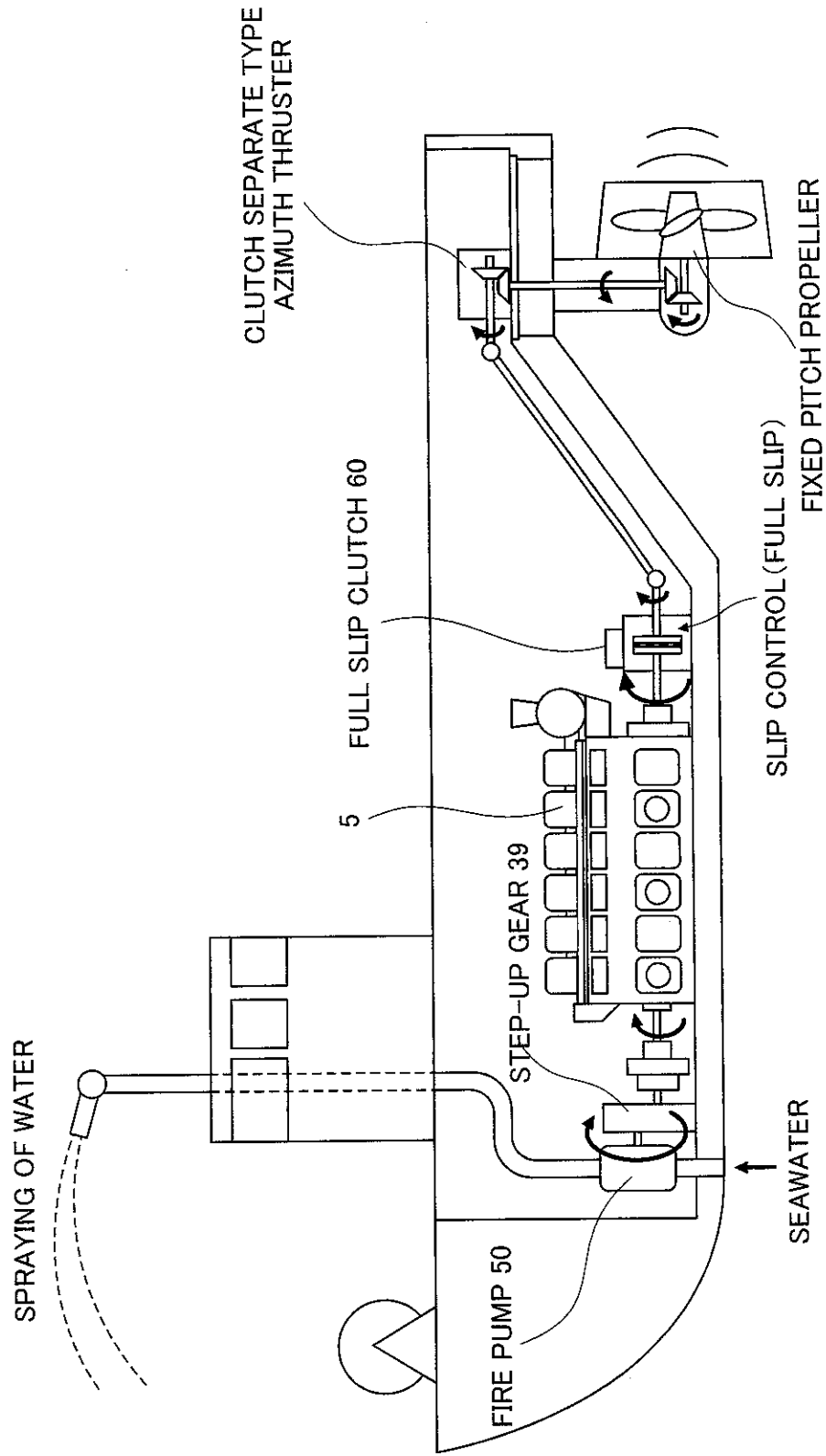
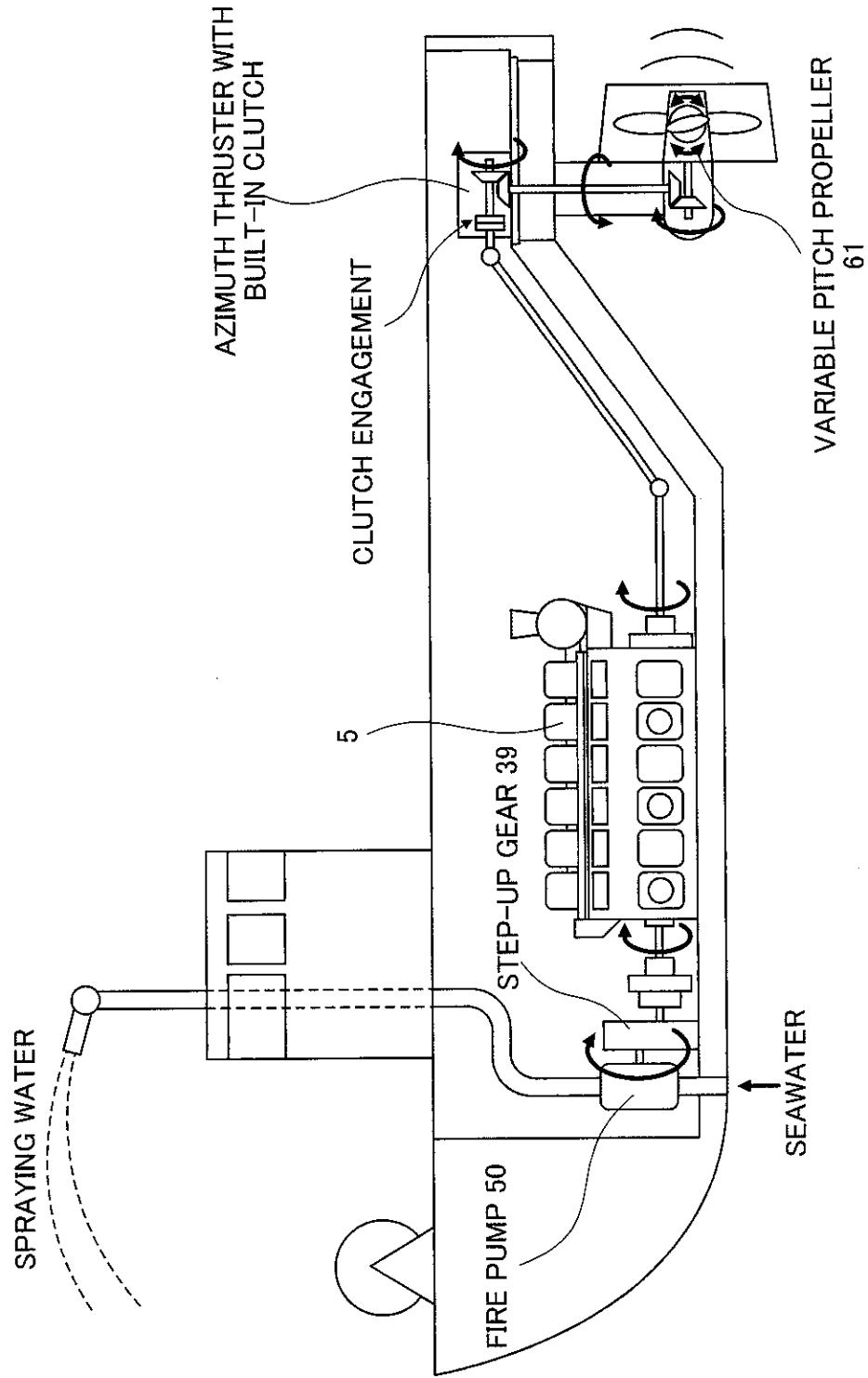


Fig.12



FIRE PUMP USED IN CONVENTIONAL AZIMUTH THRUSTER
(FIXED PITCH PROPELLER + FULL SLIP CLUTCH)

Fig. 13



FIRE PUMP USED IN CONVENTIONAL AZIMUTH THRUSTER
(FIXED PITCH PROPELLER + FULL SLIP CLUTCH)

Fig. 14.

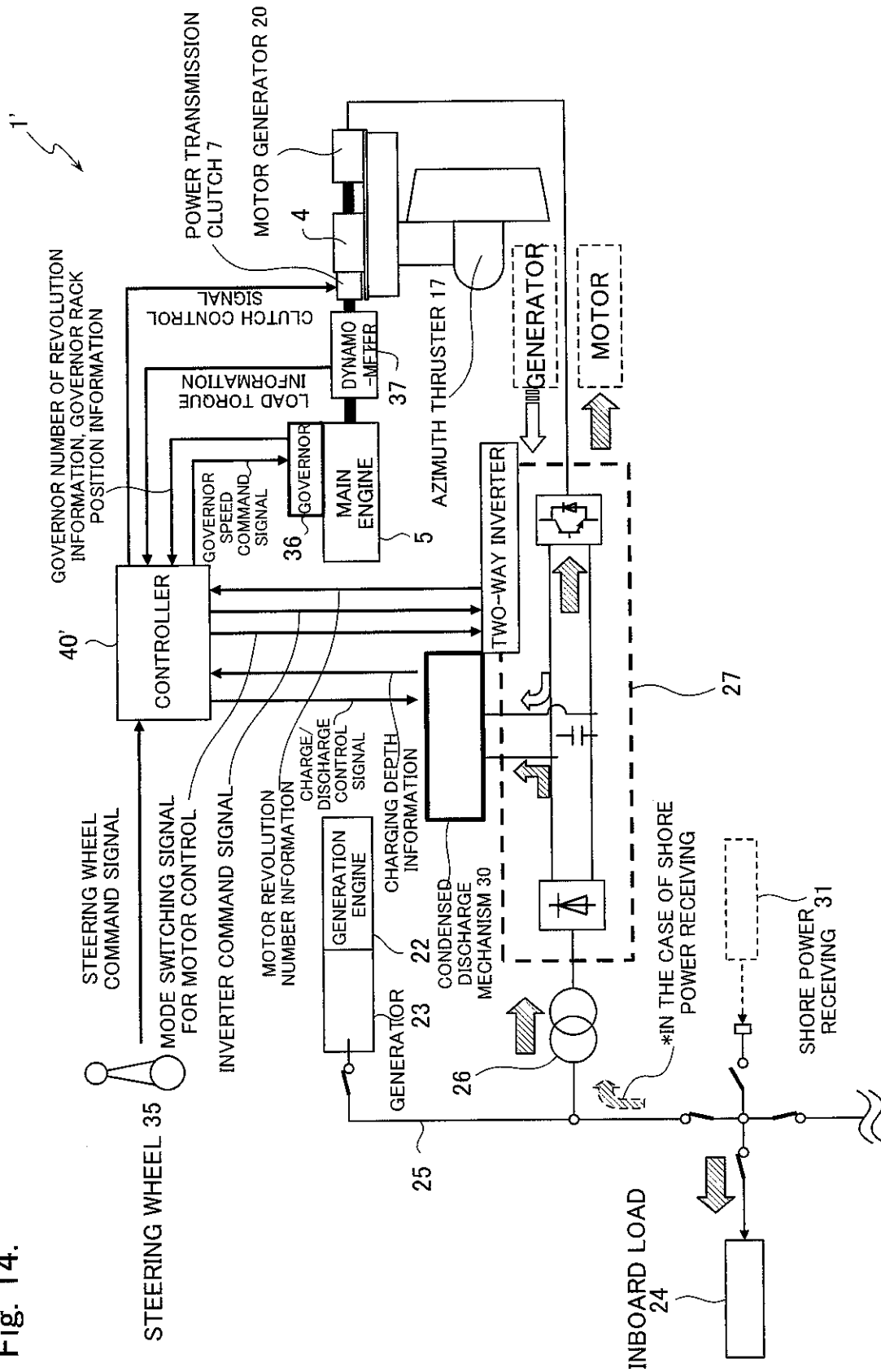


Fig. 15

