**Claims**

1. An electric rudder installation (10), the rudder installation (10) having at least three rudders (20), each rudder (20) having at least one first electric servomotor (31), the rudder installation (10) having at least one control console (40), a first rudder control system (51) and a first motor controller (61), the control console (40) being designed to input control commands, the control console (40) and the first rudder control system (51) being connected to transmit the control commands, the first rudder control system (51) being designed to process the control commands and actuation commands, the first rudder control system (51) and the first motor controller (61) being connected to transmit the actuation commands, the first motor controller (61) being connected to the at least one first electric servomotor (31) to position the rudders (20) in accordance with the actuation commands, **wherein** the rudder installation (10) has at least one second rudder control system (52), the control console (40) and the second rudder control system (52) being connected to transmit the control commands, the second rudder control system (52) being designed to process the control commands and actuation commands, the second rudder control system (52) and the first motor controller (61) being connected to transmit the actuation commands.

2. The rudder installation (10) as claimed in claim 1, **wherein** the rudders (20) have at least one second electric servomotor (32), the rudder installation (10) having a second motor controller (62), the first rudder control system (51) and/or second rudder control system (52) and the second motor controller (62) being connected to transmit the actuation commands, the second motor controller (62) being connected to the at least one second electric servomotor (32) to position the rudders (20) in accordance with the actuation commands.

3. The rudder installation (10) as claimed in claim 2, **wherein** the first motor controller (61) and the second motor controller (62) are combined in a housing (74).

4. The rudder installation (10) as claimed in either of claims 2 and 3, **wherein** the first electric servomotor (31) and the second electric servomotor (32) each provide only 50% to 95% of the power for adjusting the respective rudder (20).

5. The rudder installation (10) as claimed in one of the preceding claims, **wherein** the control console (40), the first rudder control system (51) and the second rudder control system (52) are combined in a housing (70).

6. The rudder installation (10) as claimed in one of the preceding claims, **wherein** the rudder installation (10) has six rudders (20).

7. The rudder installation (10) as claimed in one of the preceding claims, **wherein** the first rudder control system (51) is designed to monitor the second rudder control system (52) and the second rudder control system (52) is designed to monitor the first rudder control system (51).

8. The rudder installation (10) as claimed in one of the preceding claims, **wherein** the rudder installation (10) has a manual auxiliary control console (80), the manual auxiliary control console (80) being designed to input actuation commands, the manual auxiliary control console (80) and the first motor controller (61) being connected to transmit the actuation commands, the manual auxiliary control console (80) and the second motor controller (62) being connected to transmit the actuation commands.

9. The rudder installation (10) as claimed in one of the preceding claims, **wherein** the first rudder control system (51) is connected to a first ship electrical subsystem, the second rudder control system (52) being connected to a second ship electrical subsystem.

10. The rudder installation (10) as claimed in one of the preceding claims, **wherein** the first motor controller (61) is connected to a first ship electrical subsystem, the second motor controller (62) being connected to a second ship electrical subsystem.

11. The rudder installation (10) as claimed in one of the preceding claims, **wherein** the first electric servomotors (31) are connected to a first ship electrical subsystem,

the second electric servomotors (32) being connected to a second ship electrical subsystem.

12. The rudder installation (10) as claimed in one of the preceding claims, **wherein** the rudder installation (10) has a pneumatic auxiliary control console (90), each rudder (20) having a pneumatic servomotor (92), the pneumatic auxiliary control console (90) being connected to all pneumatic servomotors (92) pneumatically.

13. The rudder installation (10) as claimed in one of the preceding claims, **wherein** the first rudder control system (51) and the second rudder control system (52) are manually selectable.

14. A submarine having a rudder installation (10) as claimed in one of the preceding claims.

15. A method for operating an electric rudder installation (10), the method comprising: a control console (40) being used to input control commands during normal operation, the control console (40) transmitting the control commands to a first rudder control system (51), the first rudder control system (51) processing the control commands to produce actuation commands, the first rudder control system (51) transmitting the actuation commands to a first motor controller (61), the first motor controller (61) actuating first servomotors (31) to position rudders (20), a second rudder control system (52) taking on the task of the first rudder control system (51) to process the control commands to produce the actuation commands and transmit the actuation commands to the first motor controller (61) if the first rudder control system (51) fails.

16. The method as claimed in claim 15, **wherein** the second rudder control system (52) monitors the first rudder control system (51) during normal operation and takes on the task of the first rudder control system (51) if the first rudder control system (51) fails.

17. The method as claimed in claim 15, **wherein** it is possible to change over to the second rudder control system (52) manually if the first rudder control system (51) fails.

18. The method as claimed in one of claims 15 to 17, **wherein** a manual auxiliary control console (80) is used to input actuation commands if the first rudder control system (51) and the second rudder control system (52) and/or the control console (40) fail, the manual auxiliary control console (80) transmitting the actuation commands to the first motor controller (61).

19. The method as claimed in claim 18, **wherein** actuation commands are input using a pneumatic auxiliary control console (90) if the first rudder control system (51), the second rudder control system (52) and/or the control console (40) and also the manual auxiliary control console (80) and/or the first motor controller (61) and/or the first servomotors (31) fail, each rudder (20) being able to be moved by way of a pneumatic servomotor (92), the pneumatic auxiliary control console (90) actuating all pneumatic servomotors (92) pneumatically.