CLAIMS

1. A ship with a propulsion arrangement, wherein the ship comprising a hull (100) having a center line (CL), and wherein said propulsion arrangement comprising:
- a stationary first propulsion unit (10) on the port side of the center line (CL) at the stern of the hull (100),
- a stationary second propulsion unit (20) at the starboard side of the center line (CL) at the stern of the hull (100),
- said first and second propulsion units (10, 20) each comprising:
- a hollow support structure (21) being attached to the hull (100),
- a chamber (12, 22) having a front end and a read end, said chamber (12, 22) being attached to the support structure (21),
- an electric motor (13, 23) within the chamber (12, 22),
- a shaft (24) having a first end and a second end, said first end of the shaft (24) being connected to the electric motor (13, 23) and said second end of the shaft (24) protruding from the front end of the chamber (12, 22) and being connected to a propeller (15, 25), said shaft (24) forming a shaft line (SL), and
- a pivotably supported rudder (16, 26) at the rear end of the chamber (12, 22),
characterized in that:
- each propulsion unit (10, 20) is mounted so that the shaft line (SL) forms a horizontal tilt angle (β) in the range of 0.5 to 6 degrees with the center line (CL) of the hull (100) so that the propulsion units (10, 20) are situated in a toe-out position in relation to the center line (CL) of the hull (100) i.e. the front ends of the chambers (12, 22) are inclined away from the center line (CL) of the ship and the rear ends of the chambers (22) are inclined towards the center line (CL) of the hull (100) of the ship.

2. A propulsion arrangement according to claim 1, **characterized in that** each propulsion unit (10, 20) is mounted so that the shaft line (SL) forms a vertical tilt angle (α) in the range of 1 to 8 degrees in relation to the water line (WL) so that

the front end of the chamber (12, 22) is lower than the rear end of the chamber (12, 22) in relation to the water line (WL).

3. A propulsion arrangement according to claim 1 or 2, **characterized** in that the ship is a cruiser, a tanker transporting oil or liquefied natural gas, 5 a vehicle carrier, a container ship or a ferry.

4. A propulsion arrangement according to any of claims 1 to 3, **characterized** in that the power of each propulsion unit (10, 20) is at least 1MW.