



# Dutch Firm Finds Multiple Applications For PTOs

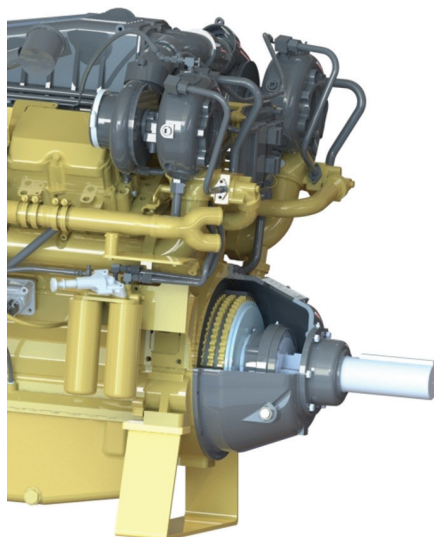
**Custom-designed Logan power take-off (PTO) clutches are proving invaluable to clients of Dutch company ADS van Stigt, with a wide variety of applications across the sector.**

ADS van Stigt has for some years represented Logan Clutch in the Netherlands and Belgium, supplying Logan equipment to shipbuilders and owners in the region.

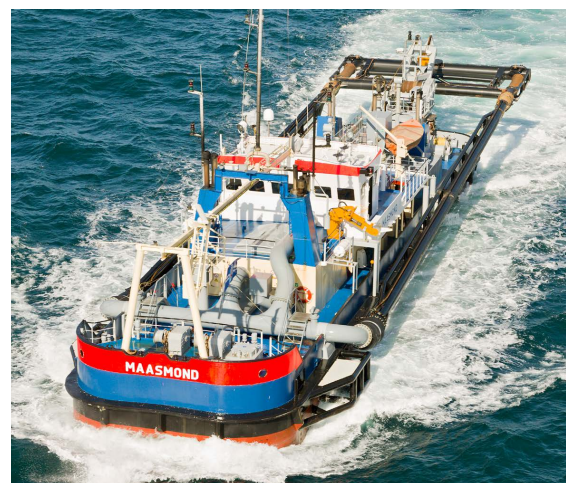
As a supplier of propulsion systems and electronic control and monitoring systems, van Stigt provides Logan power take-off (PTO) clutches for everything from tugboats and fishing vessels to luxury sailing yachts, connected to main and auxiliary engines and to gearbox PTOs.

Custom-designed factory or field retrofittable Logan front mount PTOs are suitable for multiple applications in offshore, industry and marine settings. The heavy-duty, self-contained, corrosion-resistant PTO clutches for auxiliary and direct-drive applications are designed to be mounted between the power take-off of the engine and auxiliary attachment – such as a multi-station pump drive or hydraulic pump.

Van Stigt recently supplied two bell housing PTOs for driving the two jet water pumps onboard the dredger Maasmond, owned by Van der Kamp International Dredging BV. In this case the clutch is



**The Logan LC-314 drives the water jet pump on the dredger Maasmond, pictured above.**  
Photo of Maasmond courtesy of Van der Kamp.



engaged by means of pneumatic pressure. The same clutch can also be engaged by hydraulic power. The company has also installed Logan clutches on a number of hybrid vessels. Another recent order, from Rotterdam-based Stemat Marine Services, was for a Logan front-mount clutchable PTO kit suitable for the Caterpillar C32 engine. Stemat's high-speed wind farm crew tender Liz V is equipped with three Caterpillar C32 engines driving the waterjets, via a ZF gearbox type 3050NR. The middle engine also drives the bow thruster hydraulic pump, with the Logan PTO kit mounted between the front end of this engine and the pump.

A Centaflex Series A natural rubber coupling is adapted between engine PTO and clutch input to provide noise and vibration damping, along with misalignment compensation – assuring a long service life for the complete Logan package. A huge advantage of the Logan clutch, together with the Logan soft-start control valve kit, is the fact that it is not necessary to idle the engine in order to engage the clutch. With minor load at the PTO, the clutch can be engaged at any speed between idle and the maximum. This is especially useful in applications with generator sets, as the generator no longer has to go off line before PTO clutch engagement. ADS van Stigt is supporting new and existing customers from the design stage, offering 3D drawing capability as part of its service. A significant stock of parts and complete products is held in its Gorinchem warehouse, close to the ports of Rotterdam, Amsterdam and Antwerp, as well as Hamburg and Bremerhaven.

## Technical specification

### Liz V

- Vessel type: high speed crew tender.
- Main dimensions: 31.3 x 7.4 x 3.45m.
- Propulsion: waterjet, Rolls-Royce – 2 x with bucket, 1 x booster.
- Output main engines: 3 CAT x 970kW.
- Bow thruster: 63kW.
- Propulsion gearboxes: ZF 3050 NR.
- Deck load max: 1.3 tons/m².
- Crew/passengers: 4/24.

### Maasmond

- Vessel type: dredger.
- LOA 49.65m; breadth 12m; draft 2.3m.
- Propulsion: Cummins twin screw-driven units 447kW each, 1 x thruster 475kW and bow thruster 183kW.
- Reverse reduction gearboxes: Masson MM W3450.
- Accommodation: 8 people.

**C32 front PTO kit used on Liz V.**



**High-speed wind farm crew tender Liz V.**

Photo courtesy of Neptune Shipyard.



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