



CANTING & LIFTING KEEL SYSTEMS

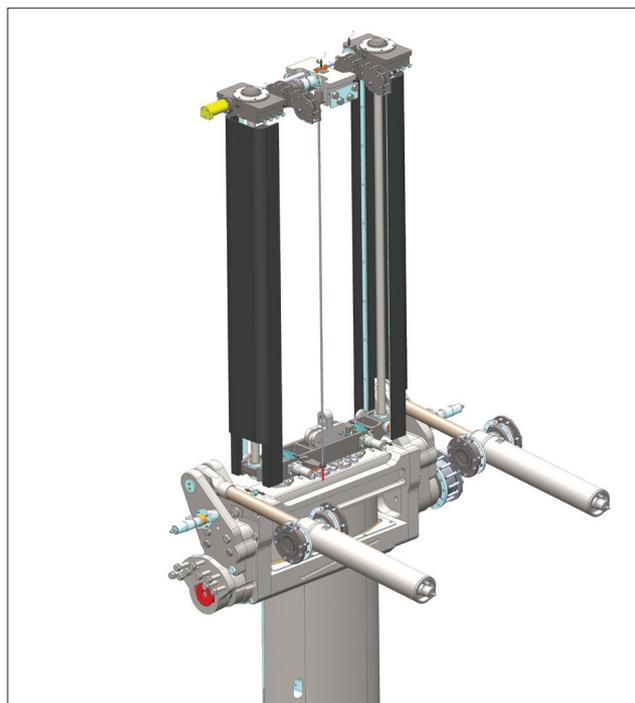
The canting and lifting keel system is composed by canting keel cylinders, a box which contains the fin, twin screws and a Magic Trim or a lifting cylinder.

Safety: the canting system can operate in emergency with only one cylinder.

The screws keep the keel in lifted position in case of lifting mechanism failure. They allow to lower the keel in sailing position.

A CNC machined jig of the structure is supplied for the correct alignment of the bulkheads and for an easy installation on the boat of the keel mechanism.

The cylinders move the box that contains the fin; when the box is in central position, the lifting mechanism can be activated. The twin screws guarantee the alignment of the system, while the lifting mechanism bears most of the keel weight.



MAIN FEATURES for 69' cruiser/racer:

Max Canting Angle: 38°
 Bulb weight: 5100 kg
 Fin weight: 1550 kg
 Lifting stroke: 1770 mm

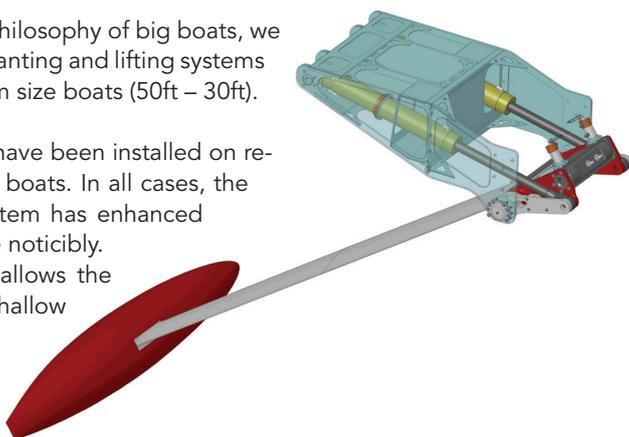


MAIN FEATURES for a 115' racer:

Max canting angle: 35°
 Bulb weight: 11000 kg
 Fin weight: 400 kg
 Distance Bulb CG – Axis: 5200 mm
 Distance Fin CG – Axis: 2000 mm
 Lifting stroke : 1770 mm
 Dimensions: 1150x2700x3020 mm
 Weight: 1500 kg

With the same philosophy of big boats, we developed the canting and lifting systems for small-medium size boats (50ft – 30ft).

Similar systems have been installed on regatta and cruise boats. In all cases, the canting keel system has enhanced the performance noticeably. The lifting keel allows the boat to access shallow waters.



Main characteristics:

- Keel is CNC milled; leading/trailing edges are also possible in lighter material..
- Canting angle from 40° to 55°.
- Canting cylinders made of 17-4-PH.
- Optional frame for transferring loads to bulkheads.
- Manual or Magic Trim lifting.
- PLC driven automated keel control.