

Seakeeper 18 Operation Manual (90673-1)

1.0 Introduction

Seakeeper 18 Operation Manual

90673, Rev 1



***NOTE: THIS APPLIES TO SEAKEEPER 18 MODELS SERIAL No. 18-214-1000
or LATER***

2.0 System Overview

2.1 System Overview Introduction

The Seakeeper 18 uses gyroscopic principles to reduce boat roll motions in waves and wakes independent of boat speed. In multiple Seakeeper installations, the Seakeepers operate independently of each other and therefore this manual only discusses operation of a single unit.

A Seakeeper 18 consists of a Gyro assembly, a CAN communications cable (30243 and 30301), and a Display (30298). Figure 1 illustrates the interconnection of these components and their interface with the boat.

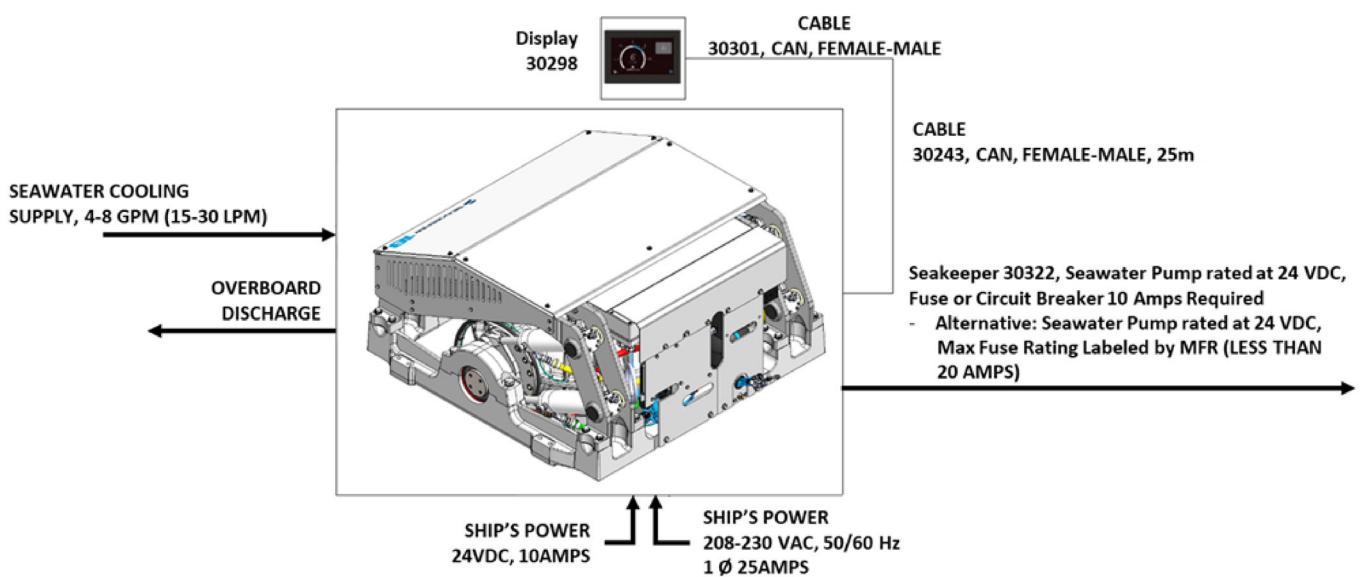


Figure 1 – Seakeeper 18 Stabilization System Components

Technical specifications provided in Section 6 list the power consumption, total weight, and dimensions of the major components. Gyroscopic principals that apply to boat roll control are discussed on Seakeeper's web site at www.seakeeper.com. The Seakeeper website also contains videos of Seakeeper operation and videos of several different boats operating in waves with the Seakeeper on and off. It is recommended that the reader play these videos prior to reading the remainder of this manual.

The gimbal angle and the rate of rotation about the gimbal axis (termed precession rate) play an important role in its operation. These parameters are illustrated in Figure 2. At zero-degree gimbal angle, the sphere is vertical; it can precess a maximum of +/- 70 degrees about this position. The amount of torque that the Seakeeper exerts on a boat's hull to counter the wave induced roll is directly proportional to the precession rate because the torque is exerted perpendicular to axis of the flywheel. The further the Seakeeper is from vertical (zero degrees) the lower the anti-roll torque. The vertical arrows in Figure 2

illustrate the direction of the forces that the Seakeeper exerts on the boat's hull to damp roll motion.

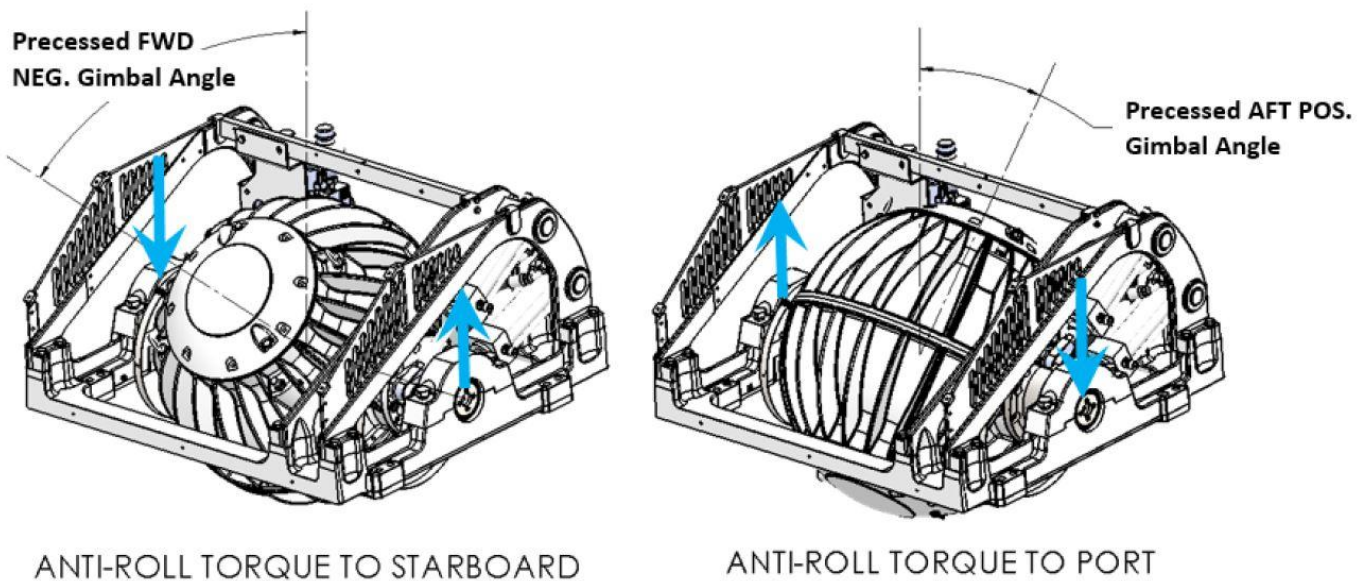


Figure 2 – Seakeeper Precession

Seakeeper precession is actively controlled by an electronic controller and a hydraulic brake throughout each roll cycle so the Seakeeper supplies the maximum anti-roll torque and does not make mechanical contact with hard stops that limit the maximum gimbal angle travel to $\pm 70^\circ$.



There is a large torque about the gimbal axis when the Seakeeper is precessing. Seakeeper cover panels are provided to prevent personnel or equipment from contacting the Seakeeper while it is in operation. These covers should not be stood on or have anything placed on top. The covers should always be in place during operation. If it is ever necessary to touch the Seakeeper while the flywheel is spinning, the Seakeeper must be locked at the display to stop the Seakeeper from precessing. Seakeeper maintenance should not be attempted unless the Seakeeper is locked and the flywheel has stopped spinning.

2.2 Seakeeper Assembly

The Seakeeper assembly consists of a flywheel housed in a cast aluminum vacuum-tight enclosure. The flywheel spins about a vertical axis and is supported by upper and lower pairs of bearings. A DC brushless motor mounted inside the enclosure spins the flywheel at high speed.

The enclosure is fastened to two gimbal shafts that are supported by gimbal bearings on either side. These shafts establish an athwart ship gimbal axis about which the flywheel and enclosure precess or rotate up to ± 70 degrees during operation. The gimbal bearings are supported by a foundation which is attached to the hull structure. This foundation transfers the loads that the Seakeeper produces to the hull structure.

An active hydraulic brake mechanism is located on the Seakeeper assembly to regulate the Seakeeper's precession motions about the gimbal shaft. It includes four hydraulic cylinders and a hydraulic manifold.

A coolant pump, heat exchanger with reservoir, and thermostat are located near the manifold. A glycol/water mix is circulated through a closed loop to the motor drive box, hydraulic manifold, and the end caps of the enclosure to remove heat.

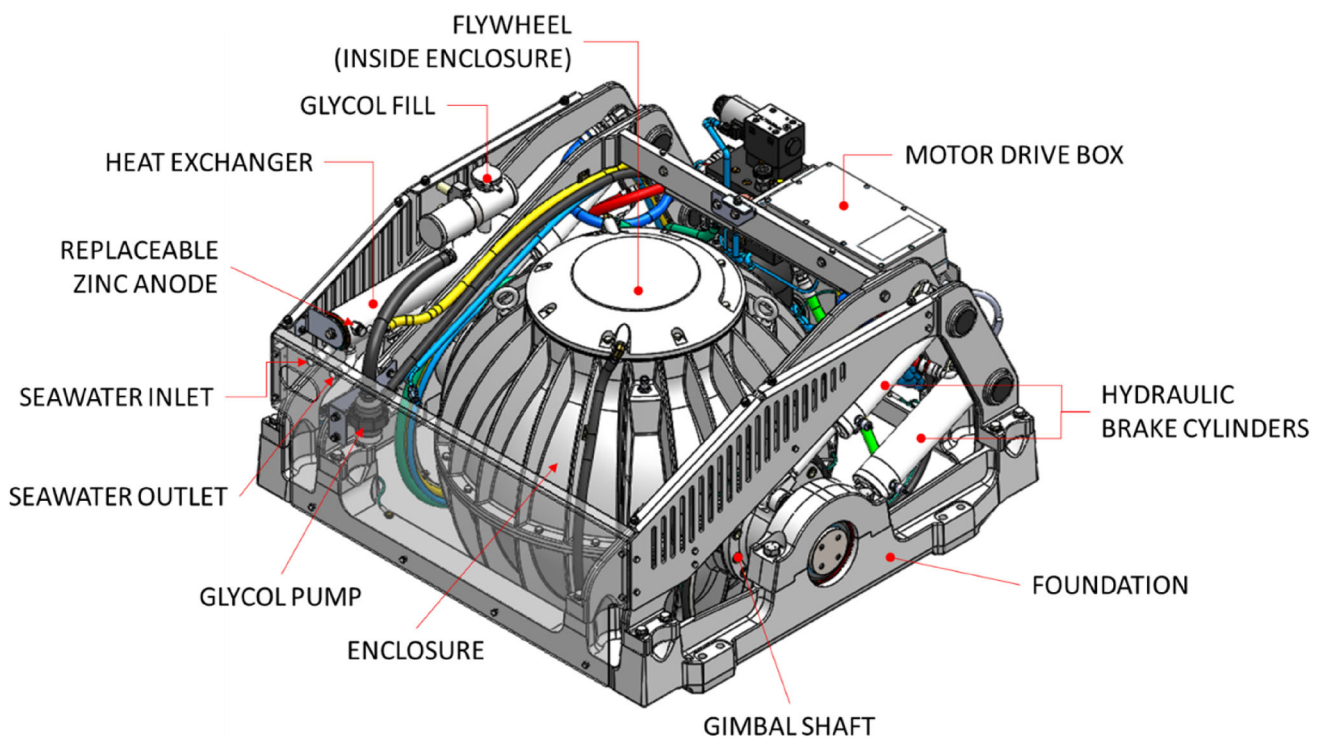


Figure 3 – Seakeeper Assembly

2.3 Display

The display shown below is the user interface to the Seakeeper 18 and should be mounted at the primary helm station, unless the vessel has compatible Multi-Function Display, in which case the Seakeeper Display can be mounted elsewhere. It is used to start, operate, monitor and shutdown the Seakeeper. Sensors, alarms and shutdowns are provided to allow unattended operation. However, the Seakeeper is a high-speed machine and special attention should be paid to abnormal vibration and noise as this could be the first hint of a mechanical problem.

The display provides information in the event of an alarm. Alarms automatically cause precession to stop (LOCK) and the Seakeeper to start coasting down (STOP).



Figure 4 – Operator Display

2.4 Drive Box

The glycol/water mix that cools the Seakeeper is circulated through a cold plate inside the Drive Box to remove heat from high-power electronic components.



The Motor Drive Box contains hazardous voltage and the cover should not be removed while the flywheel is spinning, and the AC input voltage is present. This high voltage exists even if the flywheel is coasting down and the supply voltage has been shut off. The flywheel must be at Zero (0000) RPM and AC input power disconnected for at least 10 minutes prior to any service work on the motor drive box.

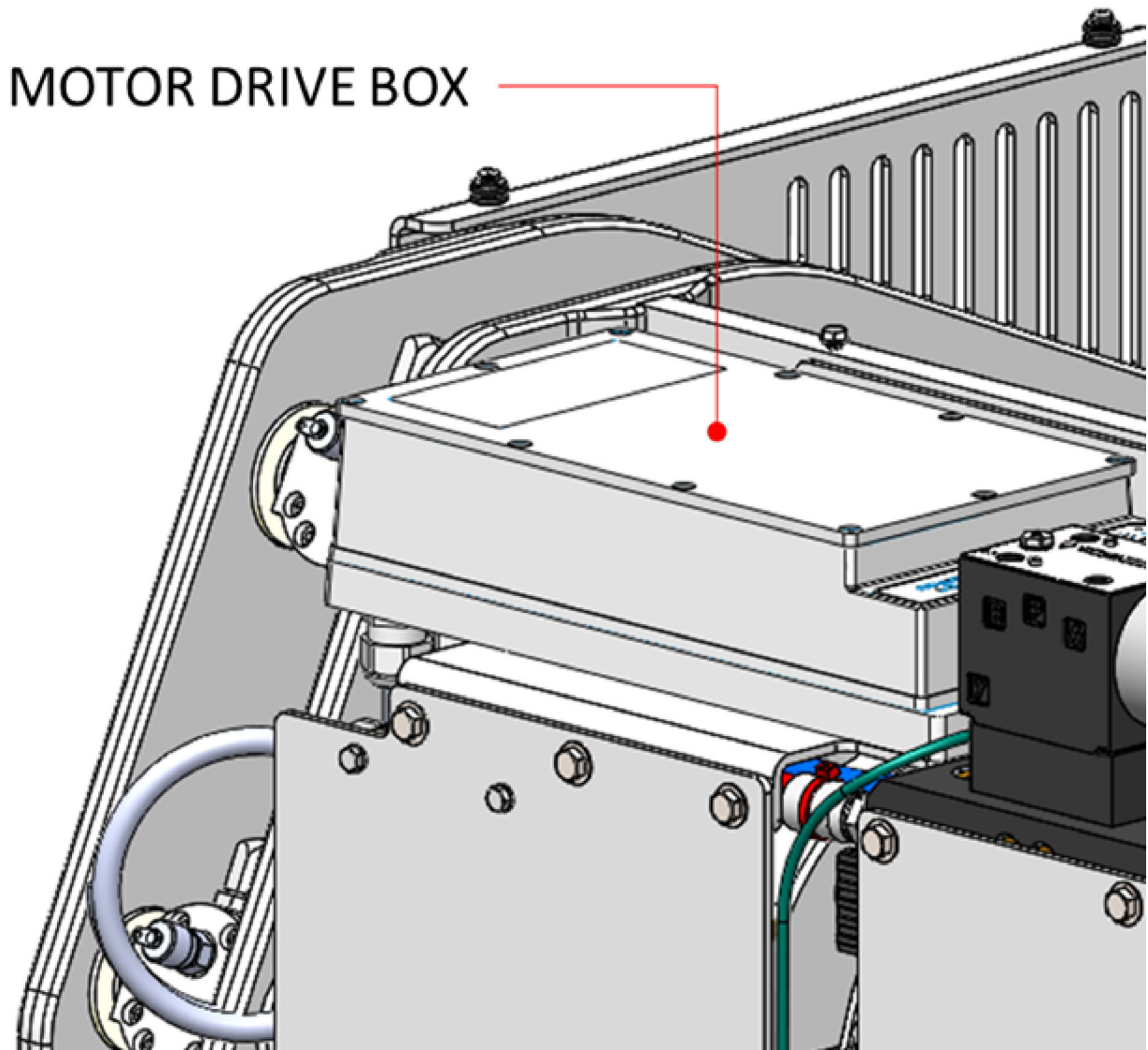


Figure 5 – Drive Box

2.5 Electronic Control Module

The Electronic Control Module (ECM) monitors all the system sensors and automatically regulates operation of the Seakeeper.

The controller commands the motor speed and regulates the Seakeeper's precession rate and gimbal angle. This is accomplished by commands to a high response flow control valve in the hydraulic brake circuit that increases or decreases the brake pressure.

2.6 Inertia Measurement Unit

The motion sensor suite in the Inertia Measurement Unit (IMU) measures the angular movements of the vessel and the vertical and lateral boat movement. These signals are communicated to the ECM through the Seakeeper's wiring harness.

2.7 Brake

The brake mechanism consists of four hydraulic cylinders that attach to crank arms on the Seakeeper gimbal shafts. The Seakeeper controller modulates how fast the oil can flow through the control valve thus controlling the precession rate of the Seakeeper.

The brake hydraulic circuit is a pre-charged closed loop – that is, there is no pump, motor or reservoir in the circuit. An accumulator is installed in the circuit, so the pre-charge pressure does not increase as the fluid temperature rises due to the braking action. Locking solenoid valves are installed in the circuit to lock the Seakeeper, so it cannot precess if there are any alarms or a mechanical problem.

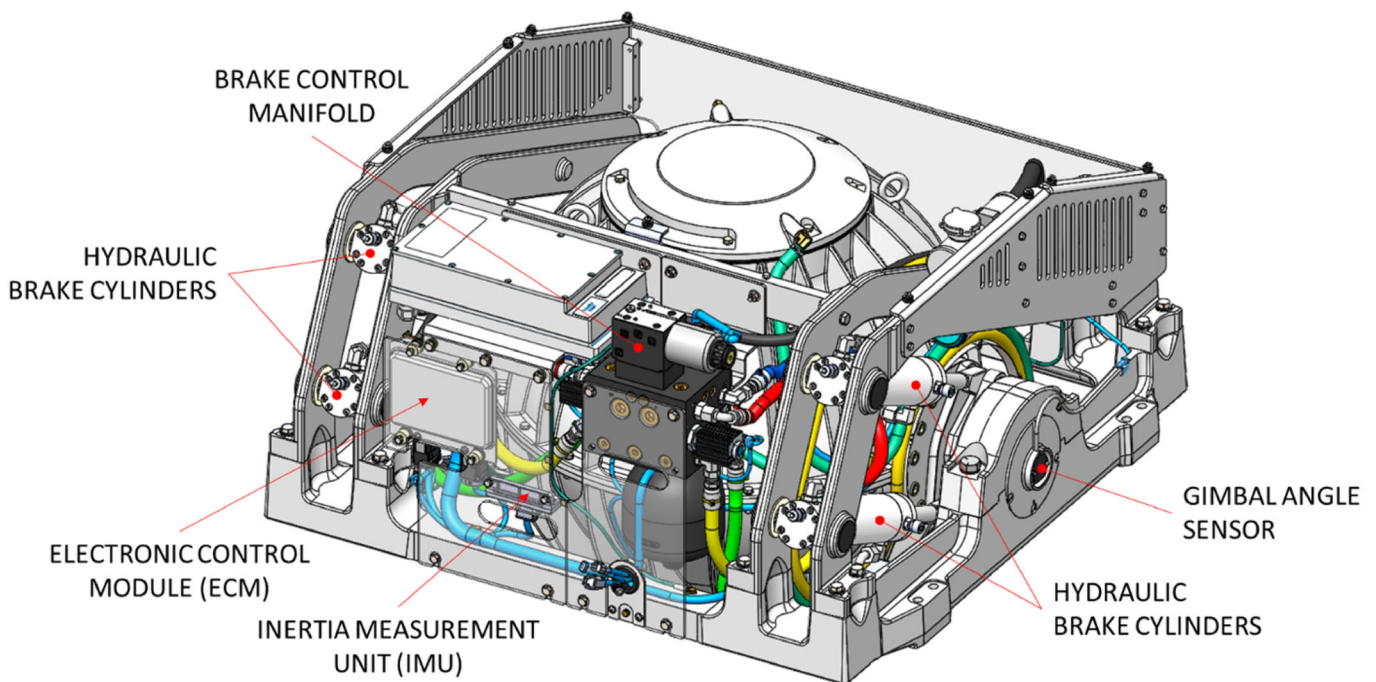


Figure 6 – Brake System Components

Hydraulic Hand Pump Kit, P/N 10384, is required for servicing the brake system. Pressure should never be relieved unless this tool is available.

2.8 Cooling

The cooling circuit is a closed loop that supplies a glycol/water (50% distilled water and 50% glycol) mix to:

- The motor drive box to remove heat from the drive electronics
- The brake manifold to remove heat from the brake hydraulic circuit
- The enclosure water jackets to remove heat from the flywheel bearings

The heated fluid then passes through a thermostat before bypassing or flowing through a heat exchanger that has seawater on the cold side. The circuit also contains a coolant reservoir for coolant expansion and to make filling easy. The reservoir contains a 7 psi (0.5 bar) pressure cap. The heat exchanger contains zinc anodes that must be inspected and changed regularly to ensure maximum heat exchanger life.

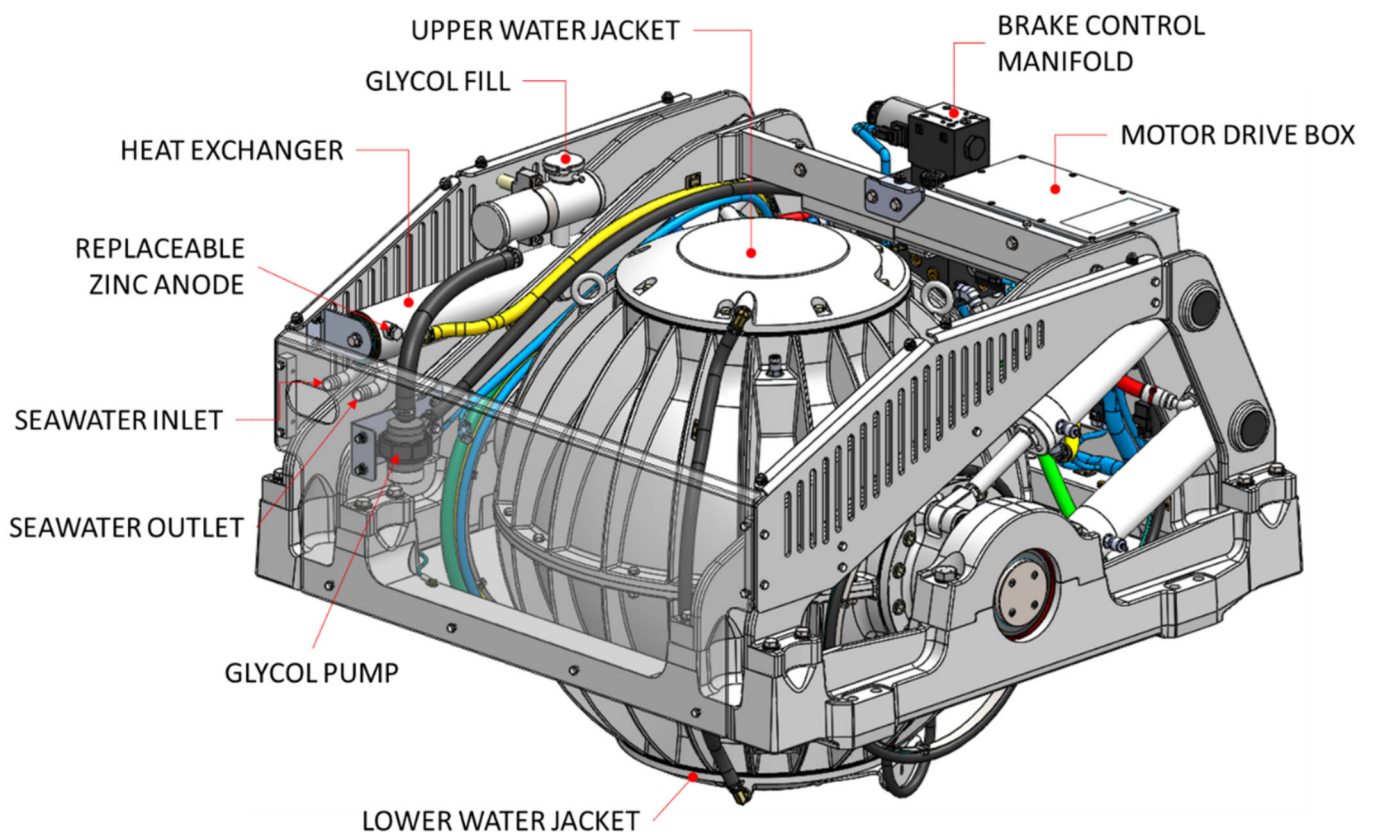


Figure 7 – Cooling System Components

3.0 System Operation

3.1 Introduction

This section describes operation of the Seakeeper 18 system.

3.2 Display Screens: Overview

Home Screen & Menu

1. When 24 VDC power is applied to the Seakeeper, the DISPLAY will power up and initialize. The SPLASH Screen will be displayed.



2. After the DISPLAY has initialized, the HOME Screen will be displayed.



3. The display uses a touch screen to allow users to select functions.



Seakeeper On/Off.

The button will change from grey (Seakeeper Off) to blue

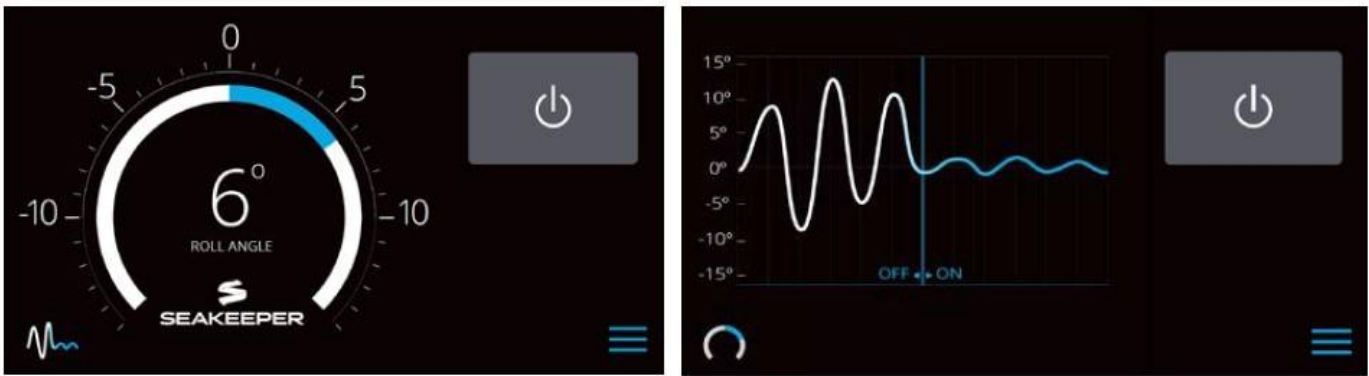
(Seakeeper On)




Seakeeper Stabilize On/Off.
The button will change from grey (Stabilize Off) to blue (Stabilize On)



Home screen view. These buttons toggle home screen between the Roll Angle Gauge and the Roll Angle Graph as shown below.



4. When the menu button  is pressed, the menu bar will appear or disappear at the bottom of the screen.



The menu bar is used to navigate between pages. From left to right, the available pages are home, settings, information, service and alarm history. The selected page is highlighted in blue on the menu bar.



Settings Page

5. The Settings Page  allows the user to adjust the the following:



a. Increase or decrease the brightness of the display, slide the white dot left to decrease brightness and right to increase brightness on the brightness bar, pictured below on the Settings Page.



b. Adjust the sleep timer from 1 minutes to 60 minutes or on all of the time using sleep time slider.

Touching the screen will wake the display up after it has gone to sleep.



c. Change the sign of the roll angle value displayed in the roll angle gauge so the gauge matches the motion of the boat. This will depend on installation orientation and will only need to be adjusted once.

- *Backward Facing, Seakeeper installation orientation*



- *Forward Facing, Seakeeper installation orientation*



d. Change the speed of the Seakeeper between normal operation and low power operation.

Low power

mode consumes less power and should generate less noise. The selected speed is colored blue. When

power is cycled (or Seakeeper turned Off), this speed will default back to the normal operating speed.

Speed selection buttons shown below are examples and may not match operating speed of installed

Seakeeper.



e. Change the display between day and night mode. The selected mode is colored blue and to change

between day and night mode, press the button.




f. Change the units of the temperatures displayed on the Service Page between degrees Celsius and

degrees Fahrenheit. The selected units are colored blue and to change between Celsius and

Fahrenheit,
press the button.



Information Page

6. The Information Page  displays the Seakeeper Model, Serial Number, Software Versions, RUN Hours, SEA Hours, and other information. The image below is an example and may not match information details of installed Seakeeper.




Service Page

7. The Service Page  displays Seakeeper operating information.



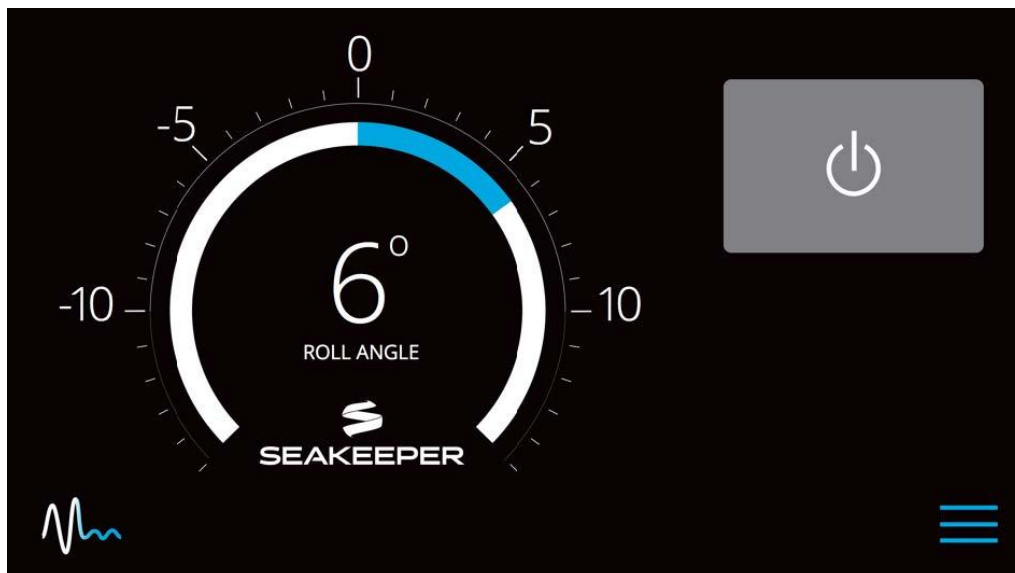
Alarm History Page

8. The Alarm History Page  shows alarms and warnings that have occurred in the past and their associated run hours. The scroll bar on the right is used to move up and down through the list.

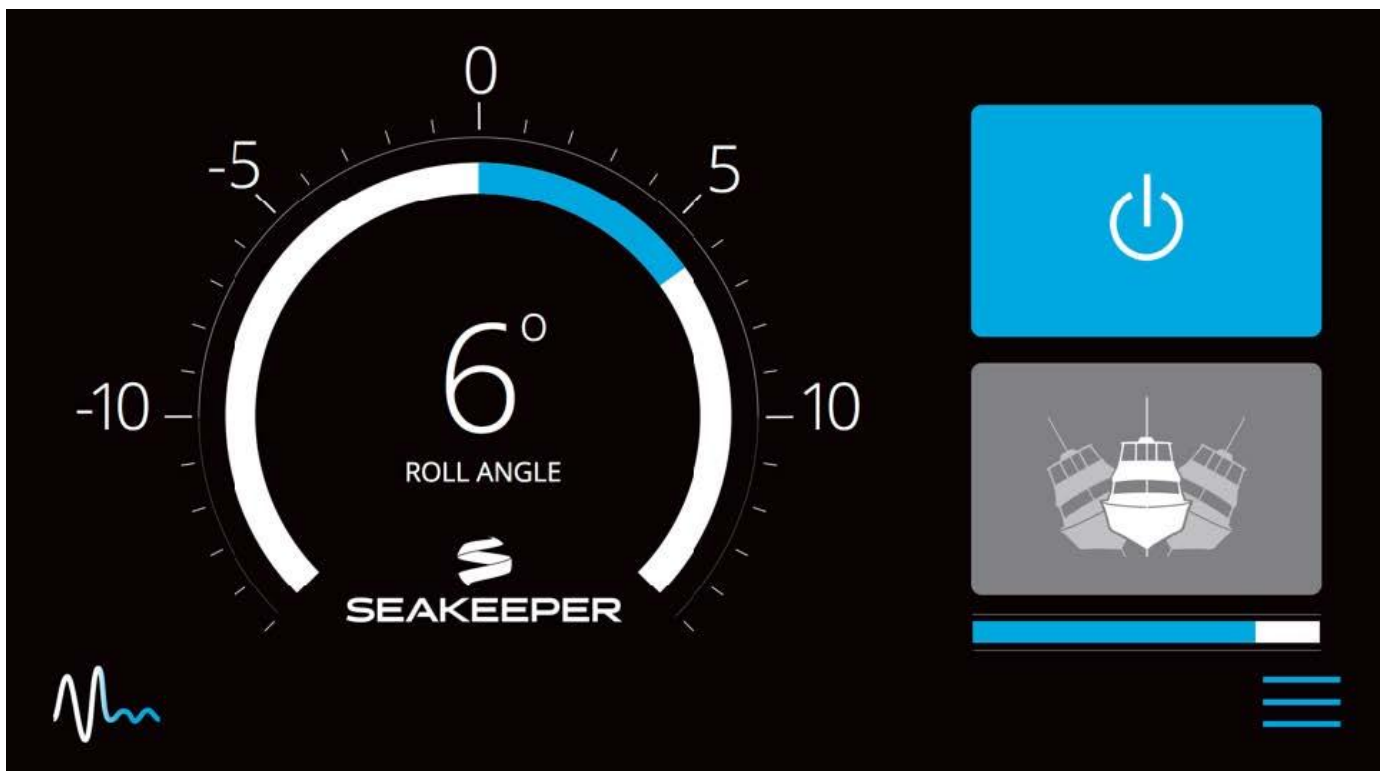
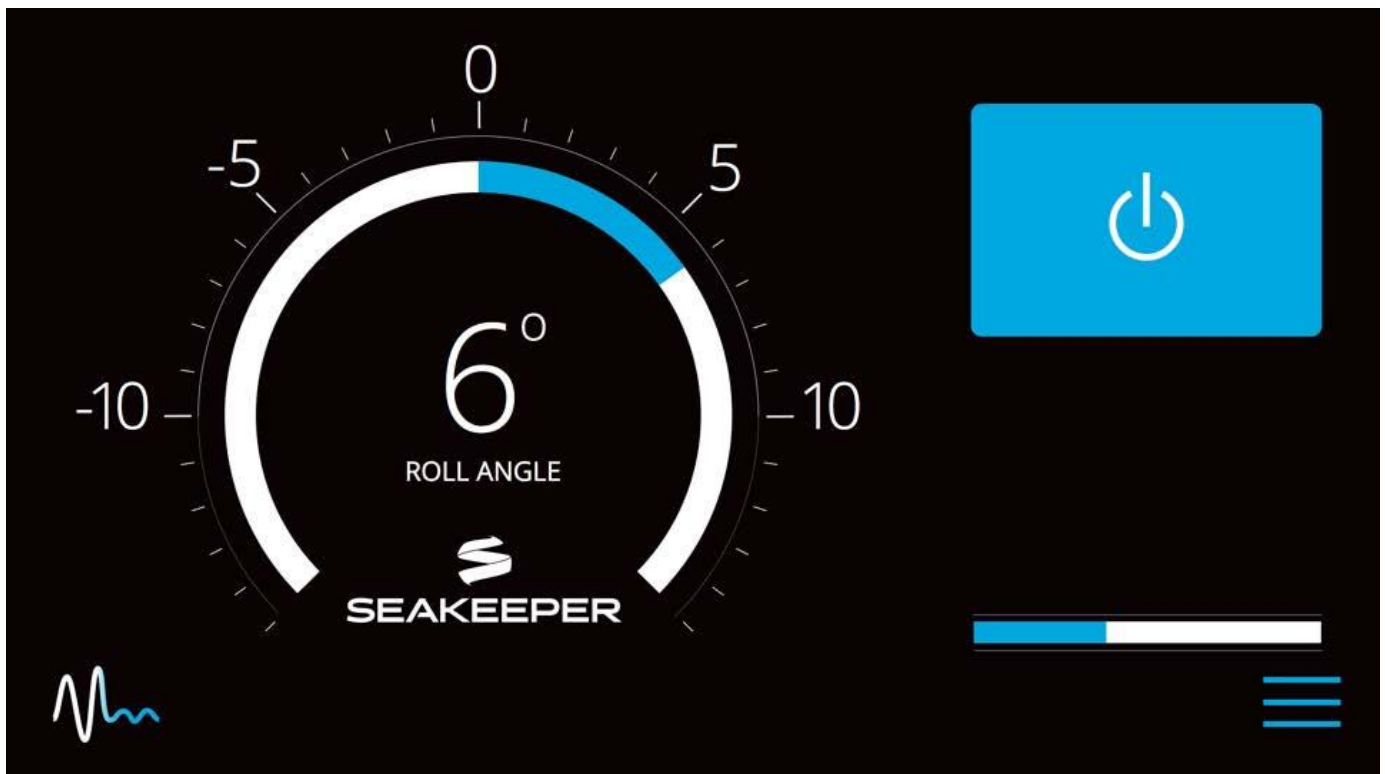


3.3 Start Up

1. Make sure AC and DC power are available.
2. Turn on the boat's DC circuit breaker(s) that supplies power to the Seakeeper controls and seawater pump.
 - a. In most cases, the seawater pump will be wired to turn on when the Seakeeper is turned on. However, in some cases the seawater pump is on a separate DC circuit breaker and it is necessary to turn it on.
3. Turn on the boat's AC circuit breaker that supplies power to the Seakeeper.
4. When the DC power is turned on the DISPLAY will initialize, and the HOME screen will appear. If a FAULT is present an ALARM screen will appear.



5. To turn the Seakeeper on, press the On/Off button, the button will turn blue. The progress bar will appear and indicate how soon the Seakeeper will be available for stabilization. When the Seakeeper is initialized and up to minimum operating speed the Stabilize button will appear. At this point, the Seakeeper is available for stabilization.



6. When the Seakeeper reaches its maximum operating speed where maximum stabilization is available, the progress bar will disappear and the Seakeeper is available for maximum stabilization.



3.4 Stabilization

To stabilize the boat after Seakeeper is on and above the minimum operating speed:

1. Press the Stabilize button. The button will turn blue indicating that the Seakeeper is stabilizing the roll motion. The stabilization mode starts gradually; it takes 5-10 seconds to reach full effectiveness.



If it is necessary to shut off power to the flywheel motor and slow the flywheel for any reason, press Seakeeper On/Off button; the button will turn grey and the Stabilize button will disappear, indicating the command has been accepted. It takes approximately 4+ hours for the speed to slow down to 0 RPM.



If it is necessary to stop Seakeeper motion for any reason, press the Stabilize button. The Stabilize button will turn grey indicating that the Seakeeper is locked. Never attempt to work on the Seakeeper until the flywheel has stopped spinning. In the event that the brake system has

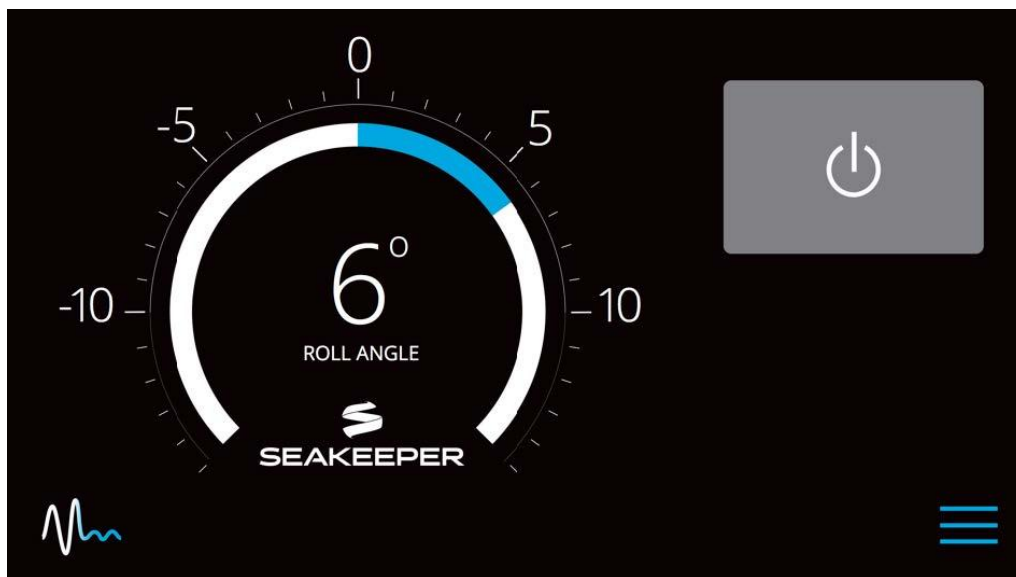
automatically locked the Seakeeper due to an alarm or failure, no attempt should be made to bypass the alarm or automatic lock.

3.5 Normal Shut Down

The Seakeeper should be stopped when pulling into port and stabilization is no longer required. This maximizes life by allowing the Seakeeper to start the coast down cycle before cooling is shutoff. Once the vessel is secured, the AC and DC breakers can be switched OFF. The Seakeeper will continue to spool down to zero rpm. No cooling is required during this time.

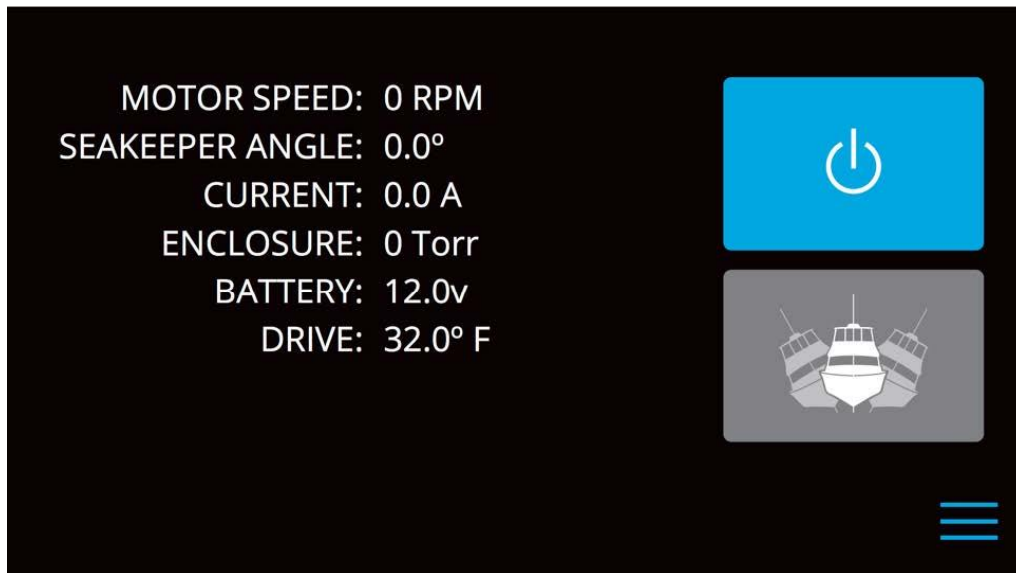
Note: The seawater pump may run for 5 minutes after the Seakeeper is switched off and is coasting (with AC power applied).

1. Press the Seakeeper On/Off button. The On/Off button will turn grey. The Seakeeper will discontinue stabilization and the flywheel will start coasting.



2. Once the vessel is secured in the slip and the crew has shut down the generator and engines, switch the AC and DC breakers that control the Seakeeper OFF. The flywheel will continue to spool down to 0 RPM. This can take 3+ hours from full speed.

When the flywheel has stopped spinning, **0 RPM** will appear on the screen.



The circuit breakers should be left on as long as possible while the Seakeeper is spinning to remove heat from the Seakeeper. During normal operation, the Seakeeper should be stopped when pulling into port and stabilization is no longer required. This maximizes long term life as it allows the Seakeeper to start the coast down cycle before cooling is shutoff. Once the vessel is secured in the slip and the crew has shut down the generator and engines, the AC and DC breakers that control the Seakeeper should be switched to the Off position. The Seakeeper will continue to spool down to 0 RPM. No cooling is required during this time. Note Seakeeper will take approximately 4+ hours to coast down to 0 RPM from full speed. The Display will indicate 0 RPM when the flywheel has stopped.

Note: The seawater pump may run for up to 5 minutes after the Seakeeper is switched off and is coasting (with AC power applied).

4.0 Power Failures, Alarms, and Troubleshooting

4.1 Power Failures Introduction

There are two sources of power to the Seakeeper 18:

- 24 VDC powers the Seakeeper control electronics and seawater pump.
- 208 – 230 VAC powers the Motor Drive Box to drive the motor inside the Seakeeper.


These are supplied on Cables 1, 2, and 8 which are shown on **Drawing No. 90679 – Seakeeper 18 Cable Block Diagram**.



The Motor Drive Box contains hazardous voltage and the cover should not be removed while the flywheel is spinning and the AC input voltage is present. This high voltage exists even if the flywheel is coasting down and the supply voltage has been shut off. The flywheel must be at 0 RPM and AC input power disconnected for at least 10 minutes prior to any service work on the motor drive box.


4.2 24 VDC Failure

If the 24 VDC is disconnected during operation, the display will be blank, flywheel speed will decrease, and the brake will be locked (no precession).

- Verify the boat's circuit breaker supplying +24 VDC has not tripped and the AC breaker is On.
- Verify the circuit breaker supplying 24 VDC to the Seawater Pump has not tripped.
- When +24 VDC is restored, the display will power up, the Splash Screen will appear, and then the Home Screen will appear.
- Press Power ON/OFF button  .
- The progress bar will appear and indicate flywheel speed. When the flywheel is at minimum operating speed, the Stabilize button will appear so stabilization can be turned on. This may take up to 30 minutes, depending on the speed of the flywheel when the +24 VDC is turned back on.

4.3 230 VAC Failure

If the AC power is not connected, a notification screen will indicate “AC Mains Low”. If the failure is not corrected within two minutes, an “AC Mains Low” alarm will occur. The brake will lock and the Seakeeper will stop moving if stabilization was on.

- Verify the boat’s circuit breaker supplying 208-230 VAC to the Motor Drive Box has not tripped.
- When 208-230 VAC is restored, the display will power up, the Splash Screen will appear, and then the Home Screen will appear.
- Press Power On/Off button  to clear the alarm.
- The progress bar will appear and indicate flywheel speed. When the flywheel is at minimum operating speed, the Stabilize button will appear so stabilization can be turned on. This may take up to 30 minutes, depending on the speed of the flywheel when the 208-230 VAC is turned back on.

4.4 230 VAC Fluctuation, Spike, or Momentary Failure

If the AC voltage to the Motor Drive Box is outside Seakeeper's specified range (208 – 230 VAC), the Motor Drive Box will briefly shut down for protection. The Motor Drive Box will continue operation when the voltage returns to the specified range.

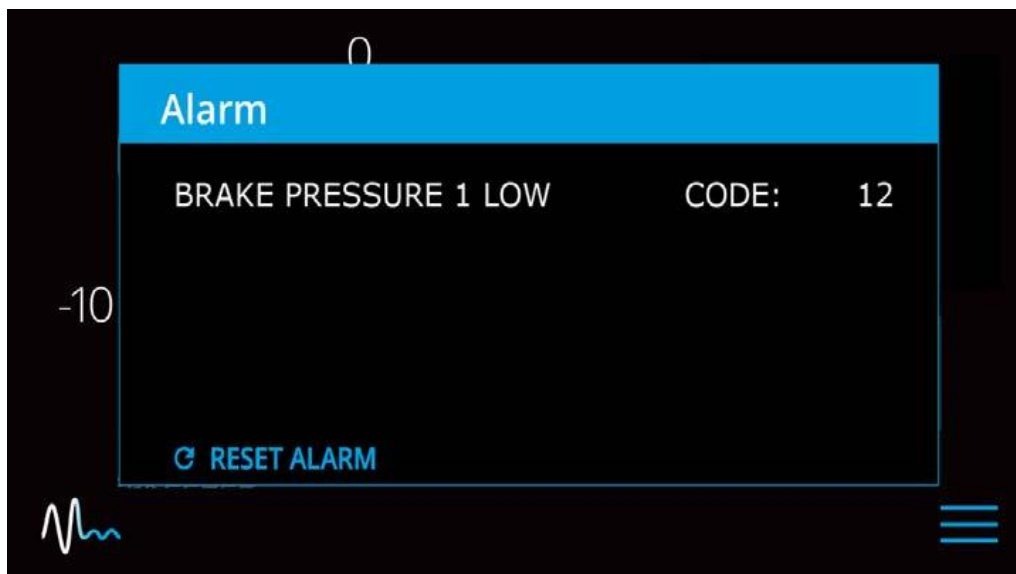
A brief fluctuation can happen when the generator is unable to regulate its output voltage, particularly when a large AC load is switched on or off. A momentary AC failure also happens during transition from shore power to ship's power.

4.5 Alarms

The Seakeeper issues an alarm when it detects a malfunction that could cause damage or erratic operation. When an alarm occurs, the Seakeeper will stop and an alarm message is shown on the Display.

The alarm will not clear until the operator presses the Reset Alarm button and the alarm condition is no longer present. The operator can then press the Power On/Off button again to continue Seakeeper operation.

- A view of a typical Alarm screen.





The operator should physically examine the Seakeeper following an alarm. Continuing to reset alarms without service intervention can result in damage or personnel injury.

- To reset the alarm, press the Reset Alarm button:



4.6 Alarm and Warning History

The Alarm History page on the Display shows the recent alarms and warnings. The alarms are in chronological order starting with the most recent. Warnings included in the history page are for issues that do not affect Seakeeper operation.

Press the Menu button  to show the page options and then the Alarm button  to show alarm history.



5.0 Maintenance

5.1 Maintenance Introduction

The Seakeeper system is designed to require as little maintenance as possible. However, since the system is comprised of mechanical and electrical components that operate in a marine environment, some periodic inspections and maintenance are required. Seakeeper recommends a regular inspection interval and Scheduled Maintenance to keep the Seakeeper running trouble-free.

If the Seakeeper is installed in a wet space, efforts should be made to keep the Seakeeper free of salt residue from either condensation or direct exposure to salt spray. If exposed, a regular wipe down with mild soap and water with a rinse will help limit corrosion and keep the Seakeeper assembly in good cosmetic condition. Refer to the [Seakeeper Care](#) article for details.

If any components of the Seakeeper or its sub-systems will be exposed to environmental temperatures where winterization is necessary for storage, reference [Seakeeper Winterization](#) article.

The Seakeeper comes standard with sealant and thread locker on applicable fasteners. When reinstalling all fasteners use thread locker and sealant unless otherwise specified.

Reference Documents:

- [TB-90426 – Seakeeper Scheduled Maintenance Plan](#)
- [TB-90747 – Seakeeper Annual Inspection](#)



Due to remote start capabilities of MFDs, ENSURE power removed from Seakeeper and flywheel at zero RPM at display/MFD app before removing covers.

Hydraulic Hand Pump Kit is required for servicing the brake. Pressure should NOT be relieved unless this tool is available.

5.2 Scheduled Maintenance Table

The following pages contain the scheduled maintenance table organized by systems: Mechanical, Hydraulic, Cooling, and Electrical. Scheduled maintenance is not covered under warranty.

System / Component	Task	Interval	Parts / Special Tools
Mechanical / Corrosion	Inspect unit for severely corroded areas and clean and touch up with paint. See Service Bulletin 90026 – Seakeeper Paint Information .	12 Months or 1000 Hours	Awlgrip Paint P/N's: Primer: S9001 Primer Converter: S3001 Top Coat, Snow White: F8063 Top Coat Converter: G3010
Hydraulic / Hoses	Check for cracks or chafing. If chafing found, reposition hose to provide clearance around hose. If chafing is severe, replace hose. Charge system per Service Bulletin 90025 – Brake Bleeding .	12 Months or 1000 Hours	Hydraulic Hand Pump Kit
Mechanical / Hydraulic Brake	Replace brake bushings, hydraulic accumulators and check valves	Inspect at 12 Months or 1000 Hours – Replace as needed or at 2000 Hours	Hydraulic Hand Pump Kit, Brake Bushing Replacement Tool Kit, Hydraulic Brake Parts Kit
Mechanical / Hydraulic Brake	Flush Hydraulic Oil	12 Months or 1000 Hours	Hydraulic Hand Pump Kit Oil: AW46
Cooling / Zinc Anode	Replace zinc anode as needed. Note the wear rate after each check and adjust inspection interval accordingly.	3 Months or 150 Hours	Replacement Zincs are available from Seakeeper.

System / Component	Task	Interval	Parts / Special Tools
Cooling / Hoses	Check for cracks or chafing. If damaged, replace hose. Fill cooling system and purge air.	12 Months or 1000 Hours	Anti-freeze – 50/50 Ethylene Glycol mix.
Cooling / Seawater side	Inspect heat exchanger for signs of leaks.	3 Months or 150 Hours	
Cooling / Seawater side	Fill with environmentally safe, marine anti-freeze during winter or periods of in-operation.	Winter	
Cooling / System	Cooling system flush	12 Months or 1000 Hours	Fill reservoir, antifreeze – 50/50 Ethylene Glycol mix
Electrical / Connectors	Inspect all connectors for corrosion, replace if necessary.	12 Months or 1000 Hours	
Electrical / Grounds	Inspect all ground points for corrosion, clean as necessary, and treat with corrosion inhibitor.	12 Months or 1000 Hours	
Electrical / Gimbal Angle Sensor	Check calibration of sensor. See Service Bulletin 90083 – Gimbal Angle Sensor Replacement and Calibration, for instructions.	Only if Angle Alarms occur	
Electrical / Cables	Check all cables and wire harness branches for cracks or chafing. Take special attention to gimbal shaft areas.	12 Months or 1000 Hours	
Electrical / Power Input	Check for seal at cable glands.	12 Months or 1000 Hours	

System / Component	Task	Interval	Parts / Special Tools
Electrical / Motor Power	Check integrity of motor power cable jacket.	12 Months or 1000 Hours	

6.0 Warranty, Limit of Liability, Property Rights

6.1 Warranty

The complete Seakeeper warranty details may be found on the Seakeeper website www.seakeeper.com.

6.1.1 Seakeeper Standard Models

Seakeeper warrants that the Goods sold hereunder are free from defects in material and workmanship. This warranty is for the following period, whichever occurs first:

1. 24 months from date the product put into service, which shall conclusively be presumed to be the date of sale of a vessel, on which a SEAKEEPER product is installed, to a retail customer or date put into service on an existing vessel (refit). SEAKEEPER factory.
- a. Or, 2000 (two thousand) hours of use, subject to verification and confirmation by SEAKEEPER, INC.

6.1.2 All Seakeeper Models

This warranty does not cover normal wear of the following components or the costs associated with maintenance, repair or replacement:

1. Surface Corrosion (Cosmetic) on any component due to exposure
2. Heat Exchanger
3. Zinc Anodes
4. Brake or Isolation Bushings
5. Normal preventive and scheduled maintenance and component inspections/replacements as specified in the SEAKEEPER, INC., Operation Manuals and any other Maintenance Schedule documentation.

This express warranty is in lieu of and excludes: ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, BY OPERATION OF LAW OR OTHERWISE INCLUDING WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE (WHETHER KNOWN TO SELLER OR NOT), AND ALL OTHER SUCH WARRANTIES ARE HEREBY EXPRESSLY DISCLAIMED BY SELLER AND WAIVED BY CUSTOMER/END USER. SEAKEEPER, INC. SHALL IN NO EVENT BE LIABLE TO ANY SPECIAL, DIRECT, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES

FOR BREACH OF ANY WARRANTY OR OTHER OBLIGATION ARISING OUT OF THE SALE OF THE PRODUCTS, OR FROM THE USE OF THE PRODUCTS OR ANY INABILITY TO USE THE PRODUCTS.

Before any warranty work is performed, verification of the warranty status must be confirmed by SEAKEEPER, INC., or a SEAKEEPER, INC., certified DEALER (hereinafter "DEALER").

Written notice of claimed defect(s) must be given to SEAKEEPER, INC., within the Warranty Period, and within 30 (thirty) days from the date any such defect is first discovered. If any part of the Product is believed to be defective the Customer/End User or its permitted transferee shall notify SEAKEEPER, INC., and send a photograph of the Product Serial Number and any known defective part and a photograph of the hours shown on the Product display screen, together with any other information reasonably requested by SEAKEEPER, INC. to analyze the problem and confirm the warranty coverage.

SEAKEEPER, INC., will repair or replace the Product, or part of the Product, proven to be defective, at its sole discretion, in a timeframe provided by SEAKEEPER, INC., on a reasonable best effort basis. SEAKEEPER, INC., will, in its sole discretion, provide options for repair, replacement using either a factory remanufactured Product or new Product depending on availability.

SEAKEEPER, INC., supplied parts must be installed by a SEAKEEPER, INC., factory technician or DEALER and operation confirmed for this warranty to remain in effect, unless otherwise explicitly authorized and agreed upon by SEAKEEPER, INC.

6.1.3 Additional Exclusions

This warranty does not cover the installation of the Product (Goods) on a vessel, or the design of any particular installation, including foundation. A Buyer (Customer), installer or OEM/boat builder is responsible for contracting with a naval architect to determine the correct design for installation on the Buyer's (Customer's) specific vessel, and for contracting with an installer or OEM/boat builder for actual installation on that vessel in accordance with the design. For the convenience of the parties, and to assist the Buyer's (Customer's) naval architect and boat builder in making their own independent professional decisions, Seakeeper (Seller) has placed on its website some generic drawings of various installation designs which may be useful as a starting point to the (Buyer's) Customer's own naval architect and boat builder in connection with their work on Buyer's (Customer's) specific vessel.

SEAKEEPER, INC. (SELLER) MAKES NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING NO WARRANTY OF MERCHANTABILITY OR FITNESS FOR A SPECIFIC PURPOSE (WHICH WARRANTIES ARE HEREBY EXPRESSLY DISCLAIMED) THAT THE GENERIC DRAWINGS OF VARIOUS INSTALLATION DESIGNS PROVIDED BY SEAKEEPER, INC. (SELLER) WILL BE APPROPRIATE FOR BUYER'S (CUSTOMER'S) VESSEL, BUYER'S (CUSTOMER'S) OWN NAVAL

ARCHITECT AND BOAT BUILDER MUST USE THEIR INDEPENDENT PROFESSIONAL JUDGMENTS IN USING OR MODIFYING THESE DRAWINGS TO FIT THE SPECIFIC NEEDS, DESIGN AND LOAD-BEARING REQUIREMENTS OF BUYER'S (CUSTOMER'S) VESSEL.

All the above shall apply to any applicable omission to act. In these cases, repairs will not be completed under this Warranty.

6.1.4 Warranty Activation

A Warranty Registration must be fully completed and sent to SEAKEEPER, INC., for review, approval and registration upon delivery of the vessel to the first retail customer. Warranty registration and expiration date confirmation can be achieved by providing SEAKEEPER, INC., a copy of the original bill of sale, purchase agreement, Owner's name, address and SEAKEEPER Stabilizer Serial Number along with current RUN / SEA hours to SEAKEEPER's warranty registration department within thirty (30) days of purchase. For removal of doubt, it is clarified that the activation date shall in no event affect the warranty period set forth herein.

"Owner" is defined as the first retail customer (purchaser), or subsequent customer (by transfer), of the SEAKEEPER Product as identified in SEAKEEPER warranty registration(s).

6.2 Limitation of Liability

NOTWITHSTANDING ANYTHING CONTAINED HEREIN TO THE CONTRARY, SEAKEEPER, INC., SHALL NOT BE LIABLE FOR ANY SPECIAL, PUNITIVE, INCIDENTAL, INDIRECT OR CONSEQUENTIAL DAMAGES INCLUDING, BUT NOT LIMITED TO, LOST PROFITS, ARISING OUT OF THE PERFORMANCE, DELAYED PERFORMANCE OR BREACH OF PERFORMANCE OF THIS ORDER REGARDLESS OF WHETHER SUCH LIABILITY IS CLAIMED IN CONTRACT, EQUITY, TORT OR OTHERWISE, EVEN IF ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. SEAKEEPER, INC.'S OBLIGATION IS LIMITED SOLELY TO REPAIRING OR REPLACING (AT ITS OPTION AND ONLY AS SET FORTH HEREIN), AT ITS APPROVED REPAIR FACILITY, ANY GOODS OR PARTS WHICH PROVE TO SEAKEEPER, INC.'S SATISFACTION TO BE DEFECTIVE AS A RESULT OF DEFECTIVE MATERIALS OR WORKMANSHIP, IN ACCORDANCE WITH SEAKEEPER, INC.'S STATED WARRANTY. IN NO EVENT SHALL SEAKEEPER, INC.'S CUMULATIVE LIABILITY EXCEED THE TOTAL PURCHASE PRICE SET FORTH IN THIS ORDER.

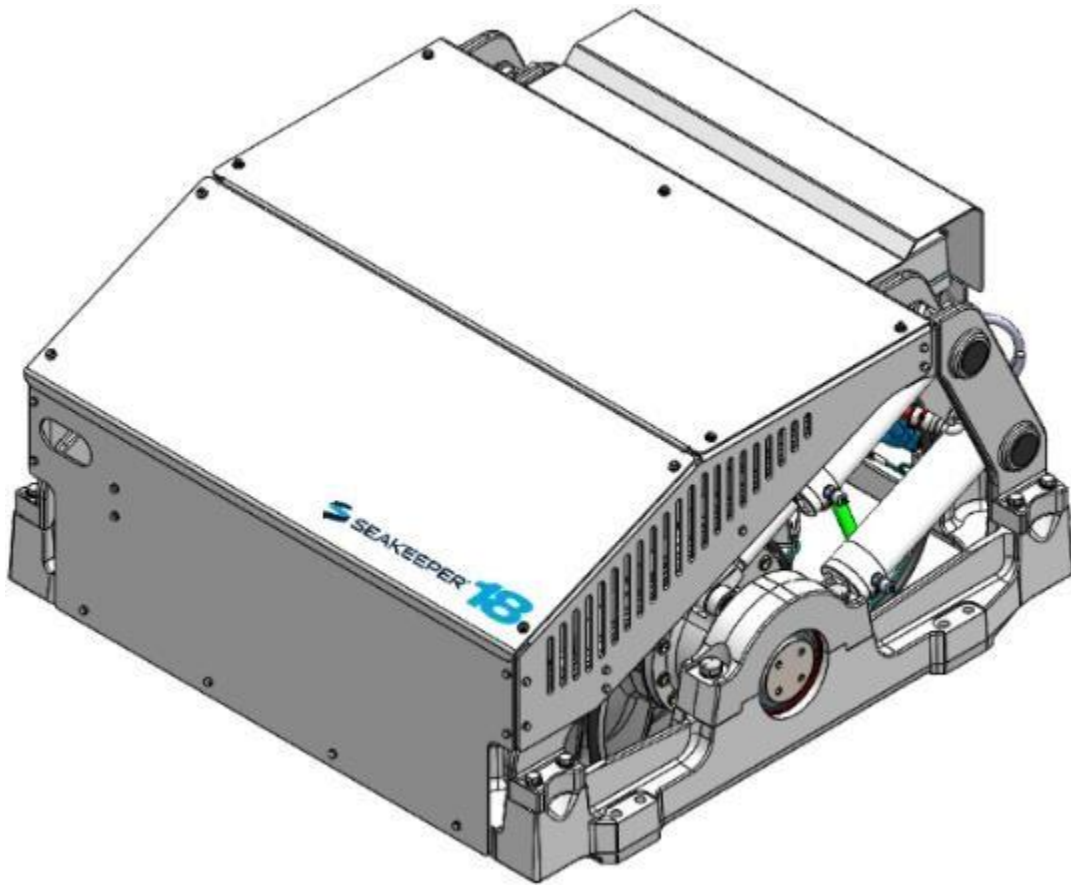
The terms and conditions of this warranty are the entire agreement between the Parties relating to the warranty obligations of SEAKEEPER, INC., to the Products. There are no other express or implied terms or conditions of this warranty.

6.3 Property Rights

Except where otherwise expressly agreed, all patterns, tools, jigs and fixtures, drawings, designs, software and other materials and data developed, fabricated by Seakeeper shall be and shall remain Seakeeper's property. Except as specifically provided for in the order, Buyer shall have no right in any technical data, Intellectual Property Rights, and computer software associated with the order. Buyer shall not use or permit the use of the Goods that in any way could result in the disclosure of Seakeeper's proprietary information.

7.0 Specifications and Summary

	Seakeeper 18
Rated RPM	6,150 RPM
Angular Momentum at Rated RPM	18,000 N-m-s
Anti-Rolling Torque at Rated RPM	47,881 N-m
Spool-up Time to Rated Speed	42 minutes (6,150 RPM)
Spool-up Time to Stabilization	31 minutes (5,228 RPM)
Spool-up Power AC Motor DC Control	3,700 Watts Max 240 Watts
Operating Power AC Motor (Sea state dependent) DC Control	2,300-3,700 Watts 240 Watts
Voltage AC Input DC Input	208-230 VAC (±10%), 50/60 Hz, Single Phase 24 VDC @ 10 Amps
Seawater Pump DC Voltage	24 VDC Fuse/Breaker 10 A Max Alternate Seawater Pump: 24 VDC @ 10 A Max
Seawater Supply to Heat Exchanger	8 GPM (30 LPM) maximum 4 GPM (15 LPM) minimum
Ambient Air Temperature	32° – 140°F (0 – 60°C)
Weight	2,460 lbs (1,116 kg) bolt-in
Envelope Dimensions	42.5 L x 43.2 W x 33.6 H (inches) 1.078 L x 1.096 W x 0.854 H (meters)
Noise Output	<68 dBC at 1 meter



Arrangement

The Seakeeper 18 consists of the Flywheel, Enclosure, Foundation, Electronics, Brake, Cooling, and Cover Subsystems.

Installation Location

The Seakeeper is a torque device and does not have to be installed in a specific hull location or on the vessel's centerline. However, the Seakeeper should not be installed forward of amidships to minimize high acceleration loading due to hull-to-wave impacts during operation at high speed or in large waves. Contact Seakeeper if a forward installation location is being considered.

Mounting Dimensions

See **Drawing No. 90544** – *Seakeeper 18 Bolt-In Installation Details*.

See **Drawing No. 90545** – *Seakeeper 18 Bond-In Installation Details*.

Loads

The installer is responsible for designing the foundation to which the Seakeeper is attached and for ensuring that this foundation can safely transfer the concentrated Seakeeper loads from the frame to the adjacent hull structure. Loads that the Seakeeper imposes on the hull structure are explained on Seakeeper Drawings **90544** and **90545**; these loads do NOT include vessel motion accelerations, such as vertical slam loads which can be significant for higher speed vessels.

Cooling

The Seakeeper bearings, Motor Drive Box, and hydraulic manifold are cooled by a closed water / glycol mix cooling loop that incorporates a sea water heat exchanger. The installer is responsible for providing 15 – 30 lpm (4 – 8 gpm) raw water at ambient sea temperature and 2.1 Bar (30 psi) maximum pressure to the heat exchanger. Seakeeper offers a 24 VDC seawater cooling pump (Part No. 30322).

Electrical

The installer is responsible for supplying 208-230 VAC, 50/60 Hz, single phase power on a 25A service to the Motor Drive Box and 24 VDC @ 10A service to the Seakeeper Control System. A separate 24 VDC breaker is required for the seawater cooling pump power supply. Separate circuit breakers should be used for each Motor Drive Box in multiple Seakeeper installations. Similarly, separate circuit breakers should be used for each Seakeeper Control System DC Seawater pump in multiple Seakeeper installations.

Operator Controls

A Display with integrated Keypad is used to start, operate, monitor, and shutdown the Seakeeper. The Seakeeper display can be integrated with numerous Multi-Function Displays, see Section 2.5 of the Seakeeper 18 Installation Manual (90672) for reference.

Performance

Reduction of boat roll is a function of the boat's displacement, transverse metacentric height (GM_T) and hull damping as well as the operating conditions (speed and heading with respect to waves) and sea state. The Seakeeper controller regulates the active hydraulic brake to ensure the Seakeeper's anti-roll torque is maximized irrespective of hull characteristics or operating conditions.

Alarm and Monitoring

Sensors, alarms and shutdowns are provided to allow unattended operation. Sensors measure Seakeeper and drive temperatures, vacuum pressure, gimbal angle, brake pressure, and ship motion. The Seakeeper controller sends sensor values and alarm information to the display and also locks the brake and shuts down the motor drive in the event of an alarm condition. Seakeeper operating history during faults or alarms is recorded in the controller's memory for subsequent recall if service is needed. Seakeeper may access the Seakeeper's software to gather run hours, bearing loading, and hull slamming information.

Safety

The brake automatically locks the Seakeeper so it cannot generate excessive anti-rolling torque loads in the event of a system fault or alarm, loss of electrical power or loss of brake pressure. The brake can be locked from the Display or by shutting off AC and DC power at the supply breakers.

8.0 Revision History

Revision	Description	Date
1	Initial Release	05APR2023