

WICHITA OFFSHORE

Many of our readers may not be aware of the wide range of applications that employ Wichita clutches and brakes. Although our entire sales team is of course 'marine-proficient', one man in particular has made it his purpose in life – Marine Market Manager Roeland van der Kuil.



Roeland van der Kuil

Vasco da Gama

The first European to reach India by the sea route more than five hundred years ago, Vasco da Gama has more recently lent his name to the largest trailing suction hopper dredger ever constructed. The 60,000 tonne German-built vessel was delivered to Belgian dredging company Jan de Nul's fleet on 22 June 2000. Super dredger Vasco da Gama has a hopper volume some 40% larger and a carrying capacity 80% greater than other jumbo dredgers currently in service, and is designed to recover sand from the sea, haul it long distances and place it ashore, mainly for large-scale land reclamation projects.



Vasco da Gama

Low Cost

Naturally, this has to be achieved at the lowest possible cost, but without compromising quality. The most important part of a trailing suction hopper dredger is its dredging installation, and in the design of the ship and its engine plant, first priority is given to the dredging process. The emphasis is on long-term efficiency and reliability – critical requirements when you consider that the Vasco da Gama carries a crew complement of only 40, and features an automated engine room designed for unmanned operation!

In the engine room, two main diesel engines, each delivering 12,930 kW (17,340 hp), provide power both for propulsion and for dredging. On the forward side, each engine drives a dredge pump via a three-speed Jahnel-Kestermann gearbox. Each gearbox uses three Wichita MLI 348/DSCP/HGL/PL/SA pneumatic friction clutches to shift the dredge pump from low speed to medium and high speeds, while operating at 70% of maximum revolutions and with full torque loading. On the aft side, each engine spins a 4-bladed, 5.50 metre (18 feet)



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diameter, variable-pitch propeller at 115 rpm, via a Jahnel-Kestermann reduction gearbox fitted with a Wichita MLI 348/DSCP/HGL/PL/SA pneumatic friction clutch. This arrangement can propel the ship and its massive cargo of dredged material at up to 16.5 knots. The eight clutches used on the Vasco da Gama engine installation were all built at Wichita's Bedford, UK factory and supplied to the shipbuilders in 1999.



Ja-Ke 3-speed gearbox

Successful Trials

The Vasco da Gama completed trials successfully and was immediately mobilised to the Asia-Pacific region, where it joined two of Jan de Nul's other jumbo trailing dredgers in fulfilling a major sand supply contract. Latest news indicates that the vessel is now at the western tip of Singapore, working on the Jurong reclamation project. Linking seven islets together to form a 3,000-hectare integrated chemical and petrochemical hub called Jurong Island, the project involves reclamation of 1,755 hectares of land from the sea by dredging.



Wichita Bedford

WHO'S WHO

For a copy of our new Who's Who call Jean on +44 (0)1234 350311.



FAX BACK

Please add my colleague to the All Torque mailing list.

Please fill in their details below:

NAME _____

COMPANY _____

ADDRESS _____

POSTCODE _____

TEL _____

Please fax this back to +44 (0)1234 350317



RUBY ANNIVERSARY

Hard to believe, but 2001 is the year in which we celebrate forty years of Wichita manufacture in the UK! Reflecting on the fortunes of many engineering companies over the last four decades, it's reassuring not only to have survived all that the economy has thrown at us, but also to have emerged positively thriving. We can attribute that success to many things – product innovation, consistent quality and sound customer service to name but a few – but most of all, we owe it to our clients for the loyalty they have shown in continuing to place their business with us in these competitive times.

We enter 2001 looking forward to an exciting future. We've taken on new product lines, re-organised our sales force, embraced new Internet technology – and we're making sure you're kept informed of our activities via this, our regular newsletter. We hope you'll like what you see, and we'll welcome your feedback on any of the items covered.

Meanwhile, to all of our customers out there, a very big 'thank you' for your continued patronage, and here's to the next 40 years!



WORLDWIDE WICHITA

We're proud to announce the launch of our all new, interactive web site – take a good look around at www.wichita.co.uk and don't forget to add us to your web-browser's 'Favourites', ready for the next time you need some information or advice. The latest features include facilities for spare parts quotations online – and, of course, it's available 24 hours a day, every day of the year!



First Web Order

We've already made our first sale as a result of adding the spare parts ordering page – **new clutch linings to a Dutch customer** – so it's already proving its worth.

If you have any comments, ideas or suggestions now or in the future that will help us to ensure our web site meets your needs and expectations, we'll welcome them all – just e-mail us at clutch@wichita.co.uk.

SEE HERE! SEE HERE!

During 2001, Wichita will once again be entering into the lively fray that is the international exhibition circuit – here are some venues we'll be visiting.

Please, put the dates of your local shows in your diary now and make sure you come along to see us – a very warm welcome awaits you!

27 February-2 March

ICE – International Converting Exhibition
Stand P-11, Amsterdam RAI Exhibition Centre,
Amsterdam, Holland
Web site: www.ice-x.com

23-28 March

Hanover Fair
Hall 26, Stand E-34, Booth B-3
Hanover, Germany

18-22 September

Windtech Husum 2001
Messehalle Husum
Husum, Germany
Web site: www.windtech.de

13-17 November

Europort 2001
Amsterdam RAI Exhibition Centre
Amsterdam, Holland
Web site: www.europort.nl

DON'T RISK YOUR WARRANTY

Sooner or later, every Wichita product out there in the market place is going to need some essential maintenance in the form of spare parts.

But where do you turn for the most economic solution? Some of our clutch and brake customers prefer to shop around and source their spares, while others choose genuine original equipment spare parts from Wichita. On the face of it, buying from third parties can seem to be a real bargain, but what's the true story behind pattern parts?



Only One Winner

We decided to carry out some tests of our own to see how the competition measures up.

Let's take an air tube, for example – a critical component whose quality can be difficult for the user to assess visually, since the internal construction can't be inspected without special equipment.

BIGGER, BETTER...

In March of last year, Wichita was acquired by Colfax Corporation and structured into the Colfax Power Transmission (CPT) Group, a leading power transmission supplier based in Quincy, Massachusetts. This backing is great news for Wichita – combining the resources of Wichita Texas, Industrial Clutch WI and Wichita Bedford with those of Colfax enables us to offer a far wider range of engineering and sales solutions, expanding our product offering and providing the means for future investment in the Company. Whether this is in premises more suited to the type and volume of today's business, or ensuring that our service and support facilities are enhanced, there will be significant benefit for our customers.

Wichita Air Tube Still Operating

In identical test rigs, we continuously operated a genuine replacement Wichita air tube alongside another manufacturer's drop-in replacement air tube for the same fitment, and recorded the time to failure. Well, the results surprised even us! The competition's part failed before completing one million operational cycles. Now that may sound a lot, until you realise the Wichita air tube was still going strong in excess of four million cycles before we decided to stop the test! And we have more examples which will be covered in future issues.

So there you have it – the truth about non-O.E. spares is definitely in the testing! Another manufacturer's part may fit properly, it may operate satisfactorily, but the performance of the genuine Wichita item reflects the design expertise, reliability and durability engineered into it. How else could we guarantee our spare parts for two years?

Always specify genuine Wichita O.E. replacement spare parts, and make sure you source them from Wichita – that way you keep your production downtime to a minimum, and you can be certain of protecting your warranty.

AND MORE DIRECT

Anyone who has previously done business with Wichita in Europe can expect to see some changes! In the past, our salesmen were required to promote and sell the entire range of Warner Electric products, which included Wichita clutches and brakes. Now that Wichita is a separate entity through acquisition, we can focus on what we know and do best: selling industrial clutches and brakes while contributing our unique knowledge, advice and support to the process, something that only a specialist in the field can truly achieve. The benefits don't end there, though – the new company structure means that our offering has increased beyond Wichita's dry clutches and brakes to include oil-immersed products too.



NEW ADDITIONS NEW ADDITIONS

As a result of acquisition by Colfax Corporation earlier in the year, in September 2000 Wichita became part of Colfax Power Transmission's Heavy Duty Clutch and Brake Group, which includes their Industrial Clutch Products brand (not to be confused with Industrial Clutch Parts, a British company that has no affiliation or approval with Wichita).

Oil Immersed Clutches

So now, in addition to our dry clutches and brakes, we can provide Industrial Clutch Products' oil-immersed clutches and brakes too. Although the simplicity, ruggedness and economy of Wichita's dry clutches and brakes are hard to beat, there are certain instances where the oil-immersed variant may show advantages over its dry counterpart. For example, a performance upgrade or re-design of a machine where space limitations will not permit fitting a

larger dry unit; or an unusually tough and demanding application – in these situations, the oil-immersed unit can exhibit a five- or ten-fold increase in longevity over a similarly-sized dry installation.

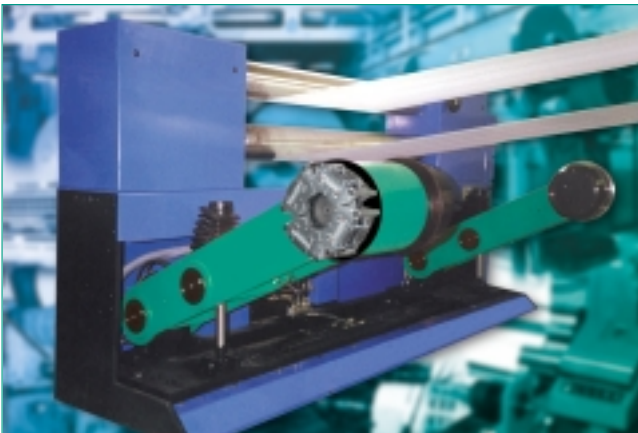
AFTERSALES SERVICE



For a copy of our new Aftersales Service leaflet call Jean on +44 (0)1234 350311.

NEW TENSION CONTROL CONTROL

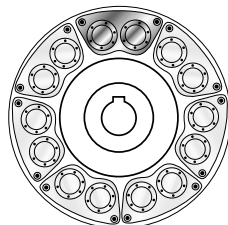
Modular and Evolutionary – put these two descriptive terms together and you have ModEvo, the latest addition to the Wichita range of Tension Control Brakes. ModEvo features a minimal number of modules that can



be assembled into braking systems to suit a diverse array of applications. It uses newly developed rolling diaphragm actuators to produce more force than previous designs, allowing higher torque ratings. Also new, the ModEvo brake was developed using Finite Element Analysis (FEA) techniques to ensure maximum strength with minimum weight. Torque handling capability is from 1026 Nm up to 4950 Nm.

Complete Flexibility

There are three actuator options, providing clamping forces of 100%, 60% or 25%, 3 types of brake pad possessing low, standard or high coefficients of friction, and 5 sizes of brake disc to choose from,



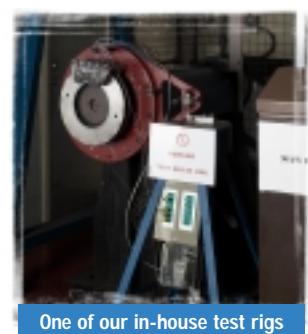
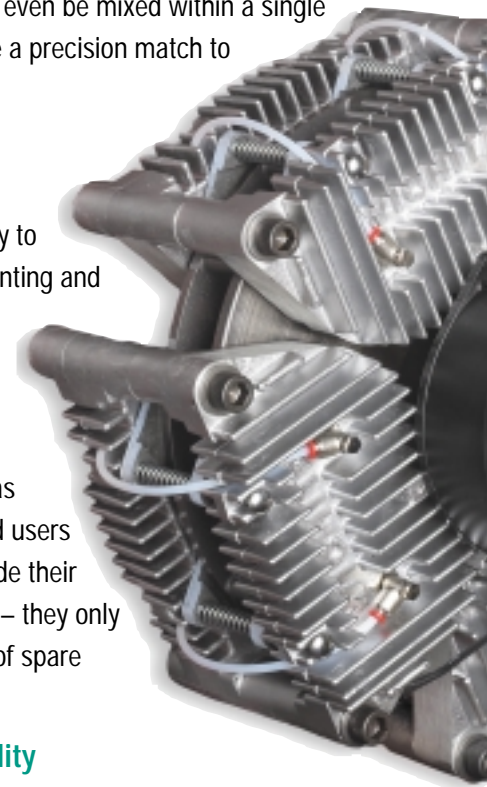
ranging in size from 250 to 450 mm, with optional electric cooling fan. Pad types can even be mixed within a single brake assembly to achieve a precision match to machine requirements.

Minimum Spares

The versatility of this arrangement makes it easy to satisfy a vast spread of printing and converting unwind tension functions, using just a handful of parts common to the ModEvo range. That also brings cost benefits, as maintenance is simple and users can easily add to or upgrade their systems as needs change – they only need to carry a minimum of spare parts.

Your Guarantee of Quality

Everything is rigorously tested before it is allowed to leave the factory, and for added peace of mind, Wichita provides a unique two-year guarantee on all its components. No other producer of brakes and clutches has the confidence to endorse its own standards of manufacture like Wichita.



One of our in-house test rigs