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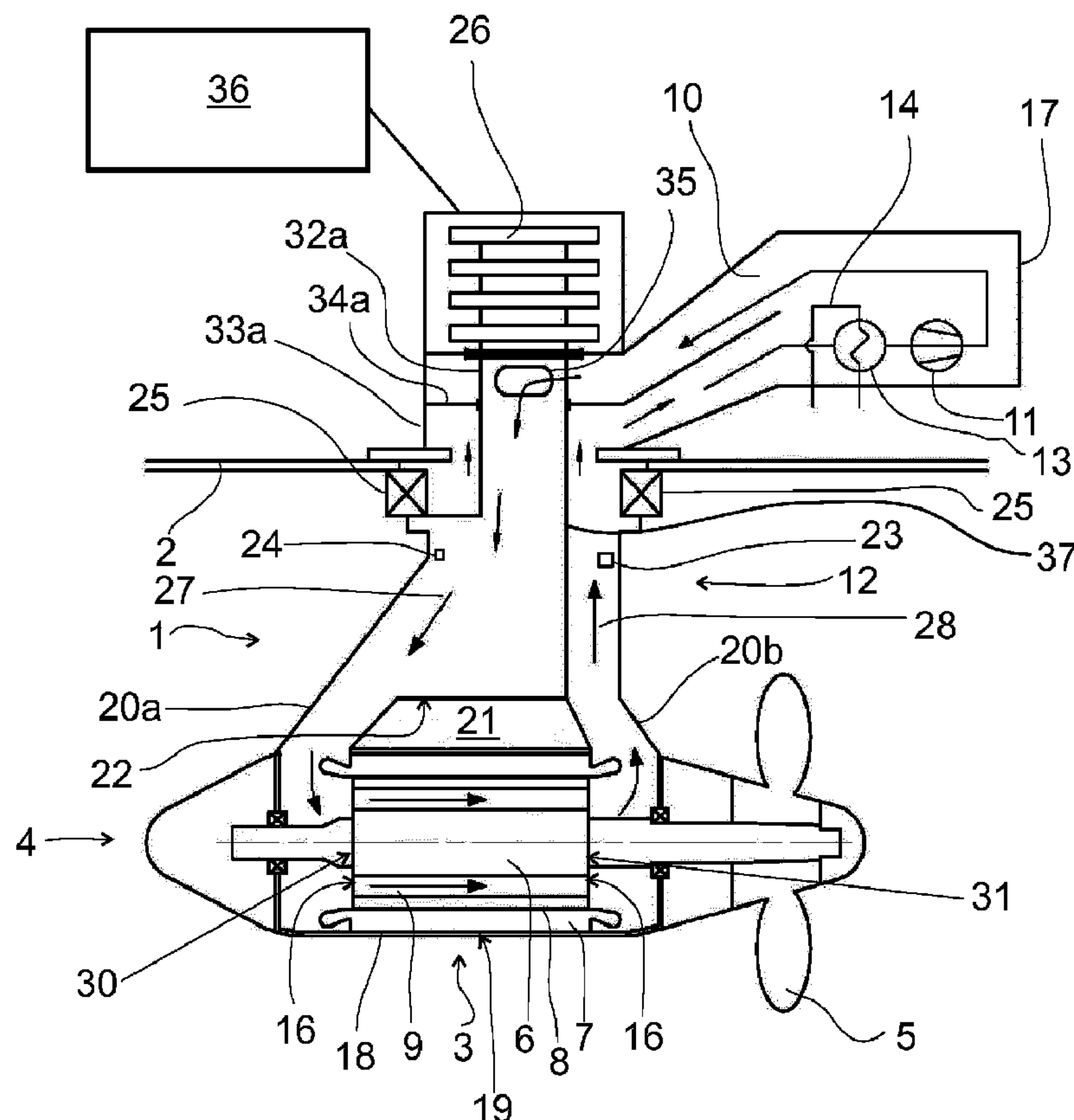
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(54) **Titre : UNITE DE PROPULSION EN NACELLE DE NAVIRE**
(54) **Title: POD PROPULSION UNIT OF A SHIP**



(57) **Abrégé/Abstract:**

The invention relates to a pod propulsion unit of a ship. The pod propulsion unit comprises a pod housing (1) arranged at least partly below a hull (2) of the ship, an electric propeller motor (3) within a motor gondola (4) of the pod housing (1), an annular gap

(57) Abrégé(suite)/Abstract(continued):

(8) between a rotor (6) and a stator (7) of the electric propeller motor (3), and gas channels (9) extending through the rotor (6), a closed cooling gas circuit (10), and a fan (11) for circulating gas in the closed cooling gas circuit (10). The closed cooling gas circuit (10) comprising a feeding duct (27) extending between the return duct (28) and the first motor end face (30) of the electrical propeller motor (3), and a return duct (28) extending between the feeding duct (27) and the opposite second motor end face (31) of the electrical propeller motor (3).

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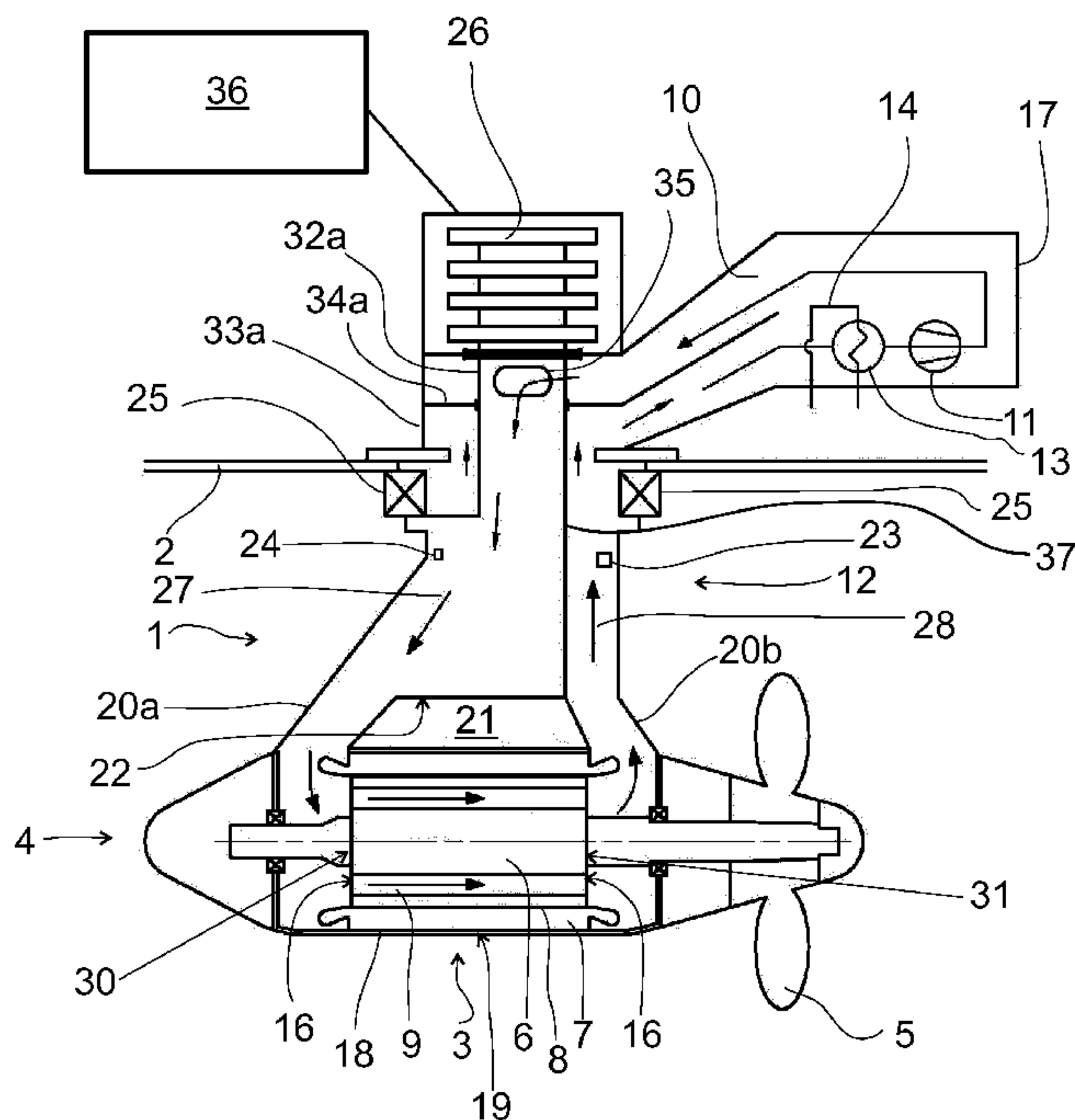


FIG 1

(57) Abstract: The invention relates to a pod propulsion unit of a ship. The pod propulsion unit comprises a pod housing (1) arranged at least partly below a hull (2) of the ship, an electric propeller motor (3) within a motor gondola (4) of the pod housing (1), an annular gap (8) between a rotor (6) and a stator (7) of the electric propeller motor (3), and gas channels (9) extending through the rotor (6), a closed cooling gas circuit (10), and a fan (11) for circulating gas in the closed cooling gas circuit (10). The closed cooling gas circuit (10) comprising a feeding duct (27) extending between the return duct (28) and the first motor end face (30) of the electrical propeller motor (3), and a return duct (28) extending between the feeding duct (27) and the opposite second motor end face (31) of the electrical propeller motor (3).

POD PROPULSION UNIT OF A SHIP

Field of the invention

The invention relates to a pod propulsion unit of a ship as defined in the preamble of independent claim 1.

Air cooling of high-power electric motors of pod propulsion units require a large cooling air unit that additionally must be doubled for redundancy. In addition, needed cooling air ducts arranged around the stator makes the diameter of a motor housing part of the pod propulsion unit bigger and the structure of the motor housing part more complex. Bigger diameter increases the drag of the hull and lowers hydrodynamic efficiency. In pod propulsion units, which are turnable attached to the ship by means of slewing bearing and which comprise a slip ring between a power plant within the hull of the ship and an electric propeller motor within pod propulsion unit for supplying electrical power from the power plant to the electric propeller motor, cooling air of pod propulsion units goes through a slip ring between the hull of the ship and the pod propulsion unit and this leads to two problems: 1) filters are needed to prevent coal dust originating from the slip ring to enter the electric motor and 2) possible oil contamination of the slip ring due to oil in the cooling air originating from propeller shaft bearings in case of leaking oil seal.

Direct sea water cooling is not an effective way for cooling asynchronous electric motors due to rotor losses. Therefore expensive synchronous electric motors with permanent-magnet excitation are often used.

Various cooling arrangements are known in the art.

Publication US 5,403,216 a main propulsion arrangement for a high power ship or the like comprises an underwater drive unit connected to and turnable by a substantially vertical tubular shaft journalled in the ship. The drive unit and the tubular shaft define a hollow casing enclosing an electrical propulsion motor connected to a propeller shaft, which is connected to a driving propeller external of the casing. The casing is, at its inside, supported by several mainly vertical web plates, which are arranged to act, in combination, as elements structurally stiffening and supporting the casing, as elements securing the propulsion motor in place relative to the casing, as elements transmitting to the casing reaction forces to the torque developed by the propulsion motor, and as wall elements of ducts for incoming and outgoing gaseous coolant for the propulsion motor.

Publication US 6,935,907 B2 presents a pod unit including a pod housing and an assembly unit, a so called seating, for the pod housing, wherein the seating has a lower portion and an upper portion as well as a base for the installation of the pod housing which comprises a lower casing portion for the accommodation of a propulsion unit, an intermediate portion comprising air ducts, and an upper portion, which is fixedly connected to a steering engine, with a gear ring to be fixed at the base. A cooling system having at least one fan is mounted within the seating.

Publication US 6,994,602 B2 presents a ship propulsion system includes at least one marine propeller, at least one electric motor which drives the at least one marine propeller, and an inverter-fed power supply system which supplies the at least one electric motor with electric power. The power supply system includes at least one drive machine and at least one generator driven thereby. The at least one electric motor and the at least one generator are configured as three-phase synchronous machines. In order to reduce losses per kW installed power and thus to allow for a stronger energizing field in the stator winding, the at least one electric motor configured as a three-phase synchronous machine and/or the at least one generator configured as a three-phase synchronous machine of the power supply system is/are provided with an air-gap three-phase winding devoid of iron grooves as the power supply system. The bundle conductors of the winding are made from insulated thin copper wires that are disposed in an annular gap between a rotor and a laminated iron yoke, and the air gap three phase winding is reinforced by a plastic structure and/or embedded in or impregnated with resin and to which a pertaining cooling device is connected by which the heat produced in the cooling device is dissipated.

Objective of the invention

The object of the invention is to provide a pod propulsion unit of a ship having an effective cooling arrangement.

Short description of the invention

The pod propulsion unit of a ship of the invention is characterized by the definitions of independent claim 1.

Preferred embodiments of the pod propulsion unit of a ship are defined in the dependent claims.

A preferred embodiment of the pod propulsion unit comprises a pod housing arranged at least partly below a hull of the ship. This preferred embodiment of the pod propulsion unit comprises an electric propeller motor within a motor gondola of the pod housing for rotating at least one propeller. In this preferred embodiment of the pod propulsion unit, the electric propeller motor has a rotor, a stator, an annular gap between the rotor and the stator, and gas channels extending through the rotor. In this preferred embodiment of the pod propulsion unit, the pod propulsion unit comprises a closed cooling gas circuit, wherein the annular gap between the rotor and the stator and the gas channels extending through the rotor forms a part of the closed cooling gas circuit. In this preferred embodiment of the pod propulsion unit, the pod propulsion unit comprises a fan for circulating gas such as air in the closed cooling gas circuit. In this preferred embodiment of the pod propulsion unit, the pod housing comprises a strut section between the hull of the ship and the motor gondola. In this preferred embodiment of the pod propulsion unit, the pod propulsion unit comprises at least one gas-liquid heat exchanger arranged in the closed cooling gas circuit for exchanging thermal energy between gas flowing in the closed cooling gas

circuit and liquid circulating in at least one cooling liquid circuit. In this preferred embodiment of the pod propulsion unit, the stator of the electric propeller motor is fitted such as snug-fitted, form-fitted or shrink-fitted in a tubular section of the motor gondola of the pod housing of the pod propulsion unit. In this preferred embodiment of the pod propulsion unit, the tubular section of the motor gondola has a circumferential outer surface that forms a part of the outer surface of the pod housing so that by the stator of the electric propeller motor is cooled to water surrounding at least a circumferential section of the circumferential outer surface of the tubular section of the motor gondola through the wall of the tubular section of the motor gondola. In this preferred embodiment of the pod propulsion unit, the motor gondola is connected to the strut section by means of a first connection section and a second connection section of the strut section, which first connection section and second connection section of the strut section are spaced apart from each other so that an opening is formed between the first connection section and the second connection section of the strut section and the circumferential outer surface of the tubular section of the motor gondola so that at least a part of said circumferential section of the circumferential outer surface of the tubular section of the motor gondola is located in said opening.

List of figures

In the following the invention will be described in more detail by referring to the figures, of which

Figure 1 shows the function principle of the cooling system of a pod propulsion unit according to a first embodiment,

Figure 2 is another view of a part of the pod propulsion unit shown in figure 1,

Figure 3 shows the function principle of the cooling system of a pod propulsion unit according to a second embodiment,

Figure 4 shows the function principle of the cooling system of a pod propulsion unit according to a third embodiment,

Figure 5 shows the function principle of the cooling system of a pod propulsion unit according to a fourth embodiment,

Figure 6 shows the function principle of the cooling system of a pod propulsion unit according to a fifth embodiment,

Figure 7 shows the function principle of the cooling system of a pod propulsion unit according to a sixth embodiment, and

Figure 8 shows the function principle of the cooling system of a pod propulsion unit according to a seventh embodiment.

Detailed description of the invention

Figure 1 shows an example of an embodiment of the pod propulsion unit of a ship.

The pod propulsion unit comprises a pod housing 1 arranged at least partly below a hull 2 of the ship (not marked with a reference numeral)

The pod propulsion unit comprises an electric propeller motor 3 within a motor gondola 4 of the pod housing 1 for rotating at least one propeller 5.

5 The electric propeller motor 3 has a rotor 6, a stator 7, an annular gap 8 between the rotor 6 and the stator 7, and gas channels 9 extending through the rotor 6.

The pod propulsion unit comprises a closed cooling gas circuit 10, wherein the annular gap 8 between the rotor 6 and the stator 7 and the gas channels 9 extending through the rotor 6 forms a part of the closed cooling gas circuit 10.

10 The pod propulsion unit comprises at least one fan 11 for circulating gas such as air in the closed cooling gas circuit 10.

The pod housing 1 comprises a strut section 12 between the hull 2 of the ship and the motor gondola 4.

15 The pod propulsion unit may comprise an gas-liquid heat exchanger 13 arranged in the closed cooling gas circuit 10 between the feeding duct 27 and the return duct 28 for exchanging thermal energy between gas flowing in the closed cooling gas circuit 10 and liquid circulating in at least one cooling liquid circuit 14.

20 By the rotor 6 of the electric propeller motor 3 has preferably, but not necessarily, two opposite rotor end faces 16, and the gas channels 9 in the rotor 6 extends preferably, but not necessarily, in the direction of rotation axis of the rotor 6 of the electric propeller motor 3 between said two opposite rotor end faces 16 of the rotor 6 of the electric propeller motor 3.

The cooling liquid circuit 14 may be a closed cooling liquid circuit. The closed cooling liquid circuit may be a part of a closed cooling liquid system of the ship.

25 The liquid circulating in the cooling liquid circuit 14 may be sea water and the cooling liquid circuit 14 may be an open cooling liquid circuit so that the cooling liquid circuit 14 has at least one inlet (not shown in the figures) for allowing sea water to enter the cooling liquid circuit 14 and at least one outlet (not shown in the figures) for allowing sea water to exit the cooling liquid circuit 14.

30 The fan 11 and the optional gas-liquid heat exchanger 13 may be parts of an independent cooling unit 17. The independent cooling unit 17 may be provided outside the pod housing 1 and within the hull 2 of the ship as shown in figure 2. The pod propulsion unit may comprise several such independent cooling units 17.

35 The stator 7 of the electric propeller motor 3 is fitted such as snug-fitted, form-fitted, shrink-fitted, snug-fitted and additionally glued, form-fitted and additionally glued, or shrink-fitted and additionally glued in a tubular section 18 of the motor gondola 4 of the pod propulsion unit. In such case, the tubular section 18 of the motor gondola 4 has a circumferential outer surface 19 that forms a part of the outer surface of the pod housing 1 so that the stator 7 of the electric propeller motor 3 is cooled to water surrounding the tubular section 18 of the motor

gondola 4 through the wall (not marked with a reference numeral) of the tubular section 18 of the motor gondola 4.

The motor gondola 4 may be connected to the strut section 12 by means of a first connection section 20a and a second connection section 20b of the strut section 12, which said
5 two connection sections 20 of the strut section 12 are spaced apart from each other so that an opening 21 is formed between the first connection section 20a and the second connection section 20b of the strut section 12 and the circumferential outer surface 19 of the tubular section 18 of the motor gondola 4 so that at least a part of said circumferential section of the circumferential outer surface 19 of the tubular section 18 of the motor gondola 4 is located in said opening 21.
10 Alternatively, the motor gondola 4 may be connected to the strut section 12 by means of a first connection section 20a and a second connection section 20b of the strut section 12, which first connection section 20a and second connection section 20b of the strut section 12 being spaced apart from each other so that an opening 21 is formed between said first connection section 20a and said second connection section 20b of the strut section 12 and the circumferential outer
15 surface 19 of the tubular section 18 of the motor gondola 4 and a lower surface 22 of the strut section 12 so that at least a part of said circumferential section of the circumferential outer surface 19 of the tubular section 18 of the motor gondola 4 is located in said opening 21. Such opening 21 may extend for at least for 50 %, preferable for over 75 %, more preferable for 90 to 110 %, of a length of the stator 7 of the electric propeller motor 3. If the motor gondola 4 is be
20 connected to the strut section 12 by means of a first connection section 20a and a second connection section 20b of the strut section 12, a part of the feeding duct 27 of the closed cooling gas circuit 10 may be in the first connection section 20a and a part of the return duct 28 of the closed cooling gas circuit 10 may be in the second connection section 20b.

The pod propulsion unit may include a first temperature sensor 23 for measuring
25 temperature of the gas flowing in the closed cooling gas circuit 10 downstream of the electric propeller motor 3 and upstream of the gas-liquid heat exchanger 13, if the pod propulsion unit is provided with a gas-liquid heat exchanger 13, and a second temperature sensor 24 for measuring temperature of the gas flowing in the closed cooling gas circuit 10 upstream of the electric propeller motor 3 and downstream of the gas-liquid heat exchanger 13, if the pod propulsion unit
30 is provided with a gas-liquid heat exchanger 13.

The optional gas-liquid heat exchanger 13 is preferably, but not necessarily, of double tube type in order to minimize the risk of cooling liquid leakage outside of the gas-liquid heat exchanger 13.

The pod propulsion unit may comprise a leakage sensor (not shown in the figures) for
35 providing information about possible leakage of cooling liquid in the optional gas-liquid heat exchanger 13 connected to cooling liquid circuit 14.

The pod propulsion unit may comprise a humidity sensor (not shown in the figures) for measuring humidity of the gas flowing in the closed cooling gas circuit 10 upstream of the

electric propeller motor 3 and downstream of the gas-liquid heat exchanger 13, if the pod propulsion unit is provided with a gas-liquid heat exchanger 13.

The pod propulsion unit may comprise a third temperature sensor for measuring the temperature of the liquid circulating in said at least one cooling circuit.

5 The pod propulsion unit may comprise control means for controlling the fan 11 based on the temperature of the electric propeller motor 3.

The pod propulsion unit may comprise control means for controlling the fan 11 based on the power the electric propeller motor 3 produces.

The fan 11 may be provided within the hull 2 of the ship.

10 The optional gas-liquid heat exchanger 13 may be provided within the hull 2 of the ship.

The strut section 12 of the pod housing 1 may be attached to the ship by means of slewing bearing 25 for allowing turning of the pod housing 1 with respect to the hull 2 of the ship, as is shown in figures 1 to 7. In such case, the pod propulsion unit comprises a slip ring 26 between a power plant 36 within the hull 2 of the ship and electrical propeller motor 3 within the pod housing 1 for supplying electrical power from the power plant 36 to the electrical propeller motor 3. In such case, the pod propulsion unit comprises electrical wiring 39 between the slip ring 26 and the electrical propeller motor 3 within the pod housing 1.

Alternatively the strut section 12 of the pod housing 1 may be attached to the ship so that the pod housing 1 is unturnable attached to the ship i.e. non-turnable attached to the ship, as is the case in the seventh embodiment shown in figure 8.

The closed cooling gas circuit 10 comprises a feeding duct 27 and a return duct 28 for conducting gas between the pod housing 1 and the hull 2 of the ship, so that the electrical propeller motor 3 has a first motor end face 30 and an opposite second motor end face 31, and so that the feeding duct 27 extending between return duct 28 and the first motor end face 30 of the electrical propeller motor 3, and so that the return duct 28 extending between feeding duct and the opposite second motor end face 31 of the electrical propeller motor 3.

If the pod propulsion unit is provided with a gas-liquid heat exchanger 13, as in figures 1, 3, 5 and 6 the closed cooling gas circuit 10 comprises a feeding duct 27 and a return duct 28 for conducting gas between the pod housing 1 and the hull 2 of the ship, so that the electrical propeller motor 3 has a first motor end face 30 and an opposite second motor end face 31, and so that the feeding duct 27 extending between the gas-liquid heat exchanger 13 and the first motor end face 30 of the electrical propeller motor 3, and so that the return duct 28 extending between the gas-liquid heat exchanger 13 and the opposite second motor end face 31 of the electrical propeller motor 3. If the strut section 12 pod housing 1 is attached to the ship by means of a slewing bearing as described earlier and the pod propulsion unit comprises a slip ring 26 as described earlier, the feeding duct 27 and the return duct 28 of the closed cooling gas circuit 10 is preferably, but not necessarily, configured to conduct gas past the slip-ring 26.

If the strut section 12 pod housing 1 is attached to the ship by means of a slewing bearing

as described earlier and the pod propulsion unit comprises a slip ring 26 as described earlier, the slip-ring 26 is preferably, but not necessarily, arranged outside the closed cooling gas circuit 10.

If the strut section 12 pod housing 1 is attached to the ship by means of a slewing bearing as described earlier and the pod propulsion unit comprises a slip ring 26 as described earlier, the closed cooling gas circuit 10 may comprise a feeding duct 27 and a return duct 28 for conducting gas past the slip-ring, the feeding duct 27 may be arranged inside the return duct 28 at the level of the slewing bearing 25, as is the case in the first embodiment of the pod propulsion unit illustrated in figure 1 and in the fourth embodiment of the pod propulsion unit illustrated in figure 5. In the first embodiment of the pod propulsion unit illustrated in figure 1 and in the fourth embodiment of the pod propulsion unit illustrated in figure 5, the feeding duct 27 comprises a tubular rotating feeding duct section 32a, which is coaxial with the slewing bearing 25, which is configured to turn with the pod housing 1 with respect to the ship, and which is sealed to a separating wall 34a. In the first embodiment of the pod propulsion unit illustrated in figure 1 and in the fourth embodiment of the pod propulsion unit illustrated in figure 5, the return duct 28 comprises an annular return duct section 33a, which is coaxial with the slewing bearing 25 and coaxial with the tubular rotating feeding duct section 32a of the feeding duct 27, and which is stationarily arranged with respect to the ship. In the first embodiment of the pod propulsion unit illustrated in figure 1 and in the fourth embodiment of the pod propulsion unit illustrated in figure 5, the tubular rotating feeding duct section 32a of the feeding duct 27 and the annular return duct section 33a of the return duct 28 being provided in a region between the slip ring 26 and the motor gondola 4 of the pod housing 1. In the first embodiment of the pod propulsion unit illustrated in figure 1 and in the fourth embodiment of the pod propulsion unit illustrated in figure 5, the annular return duct section 33a ends in the separating wall 34a and the tubular rotating feeding duct section 32a is provided with at least one opening 35 for feeding gas into the tubular rotating feeding duct section 32a. The first embodiment of the pod propulsion unit illustrated in figure 1 and the fourth embodiment of the pod propulsion unit illustrated in figure 5 can be modified for example so that the tubular rotating feeding duct section 32a has a non-circular cross-section form, so that the annular return duct section 33a has a non-circular cross-section form and/or so that the tubular rotating feeding duct section 32a is asymmetrically arranged with respect to the annular return duct section 33a and to the slewing bearing 25 i.e. not coaxially with respect to the annular return duct section 33a and the slewing bearing 25.

If the strut section 12 pod housing 1 is attached to the ship by means of a slewing bearing as described earlier and the pod propulsion unit comprises a slip ring 26 as described earlier, the closed cooling gas circuit 10 may comprise a feeding duct 27 and a return duct 28 for conducting gas past the slip-ring, so that the return duct 28 may be arranged inside the feeding duct 27 at the level of the slewing bearing 25, as is the case in the second embodiment of the pod propulsion unit illustrated in figure 3 and in the fifth embodiment of the pod propulsion unit illustrated in figure 6. In the second embodiment of the pod propulsion unit illustrated in figure 3 and in the

fifth embodiment of the pod propulsion unit illustrated in figure 6, the feeding duct 27 comprises an annular feeding duct section 32b, which is coaxial with the slewing bearing 25, which is stationarily arranged with respect to the ship. In the second embodiment of the pod propulsion unit illustrated in figure 3 and in the fifth embodiment of the pod propulsion unit illustrated in figure 6, the return duct 28 comprises a tubular rotating return duct section 33b, which is coaxial with the slewing bearing 25 and coaxial with the annular feeding duct section 32b of the feeding duct 27, and which is configured to turn with the pod housing 1 with respect to the ship and which is sealed to a separating wall 34b. In the second embodiment of the pod propulsion unit illustrated in figure 3 and in the fifth embodiment of the pod propulsion unit illustrated in figure 6, the annular feeding duct section 32b of the feeding duct 27 and the tubular rotating return duct section 33b of the return duct 28 being provided in a region between the slip ring 26 and the motor gondola 4 of the pod housing 1. In the second embodiment of the pod propulsion unit illustrated in figure 3 and in the fifth embodiment of the pod propulsion unit illustrated in figure 6, the annular feeding duct section 32b ends in the separating wall 34b and the tubular rotating return duct section 33b is provided with at least one opening 35 for feeding gas from the tubular rotating return duct section 33b. The second embodiment of the pod propulsion unit illustrated in figure 3 and the fifth embodiment of the pod propulsion unit illustrated in figure 5 can be modified for example so that the tubular rotating return duct section 32b has a non-circular cross-section form, so that the annular feeding duct section 33b has a non-circular cross-section form and/or so that the tubular rotating return duct section 32b is asymmetrically arranged with respect to the annular feeding duct section 33b and to the slewing bearing 25 i.e. not coaxially with respect to the annular feeding duct section 33b and to the slewing bearing 25.

In the embodiments shown in figures 1, 3, 4, 5, 6, 7, and 8, the closed gas feeding circuit 10 comprises a partition wall 37 in the pod housing 1 separating the feeding duct 27 from the return duct 28.

The closed cooling gas circuit 10 may be thermally connected with a wall of the strut section 12 of the pod housing 1.

The pod propulsion unit may comprise an additional fan (not shown in the drawings) for circulating gas in the closed cooling gas circuit 10, which additional stand by fan is configured to start automatically in case of a failure in the primary fan 11.

The pod propulsion unit may, as in the third embodiment shown in figure 4 and as in the sixth embodiment illustrated in figure 7, comprise cooling fins 38 in the closed cooling gas circuit 10 and attached to the pod housing 1 of the pod propulsion unit for exchanging thermal energy between gas flowing in the closed cooling gas circuit 10 and water surrounding the pod housing 1.

The propeller motor 3 may be a synchronous electric motor or an asynchronous electric motor.

It is apparent to a person skilled in the art that as technology advanced, the basic idea of

the invention can be implemented in various ways. The invention and its embodiments are therefore not restricted to the above examples, but they may vary within the scope of the claims.

Claims

1. A pod propulsion unit of a ship, wherein the pod propulsion unit comprises a pod housing (1) arranged at least partly below a hull (2) of the ship,

5 an electric propeller motor (3) within a motor gondola (4) of the pod housing (1) for rotating at least one propeller (5), wherein the electric propeller motor (3) having a rotor (6), a stator (7), an annular gap (8) between the rotor (6) and the stator (7), and gas channels (9) extending through the rotor (6),

10 a closed cooling gas circuit (10), wherein the annular gap (8) between the rotor (6) and the stator (7) and the gas channels (9) extending through the rotor (6) forms a part of the closed cooling gas circuit (10), and

a fan (11) for circulating gas in the closed cooling gas circuit (10),

wherein the pod housing (1) comprises a strut section (12) between the hull (2) of the ship and the motor gondola (4), and

15 wherein the stator (7) of the electric propeller motor (3) being fitted such as snug-fitted, form-fitted, or shrink-fitted in a tubular section (18) of the motor gondola (4) of the pod housing (1) of the pod propulsion unit,

characterized

20 by the closed cooling gas circuit (10) comprising a feeding duct (27) and a return duct (28) for conducting gas between the pod housing (1) and the hull (2) of the ship,

by the electrical propeller motor (3) having a first motor end face (30) and an opposite second motor end face (31),

by the feeding duct (27) extending between the return duct (28) and the first motor end face (30) of the electrical propeller motor (3), and

25 by the return duct (28) extending between the feeding duct (27) and the opposite second motor end face (31) of the electrical propeller motor (3),

by the tubular section (18) of the motor gondola (4) having a circumferential outer surface (19) that forms a part of the outer surface of the pod housing (1), and

30 by the stator (7) of the electric propeller motor (3) being cooled to water surrounding at least a circumferential section of the circumferential outer surface (19) of the tubular section (18) of the motor gondola (4) through the wall of the tubular section (18) of the motor gondola (4).

2. The pod propulsion unit according to claim 1, **characterized** by an gas-liquid heat exchanger (13) arranged in the closed cooling gas circuit (10) between the feeding duct (27) and
35 the return duct (18) for exchanging thermal energy between gas flowing in the closed cooling gas circuit (10) and liquid circulating in at least one cooling liquid circuit (14).

3. The pod propulsion unit according to claim 2, **characterized** by the cooling liquid circuit (14) being a closed cooling liquid circuit.
4. The pod propulsion unit according to claim 2, **characterized** by the closed cooling liquid circuit (14) being a part of a closed cooling liquid system of the ship.
5. The pod propulsion unit according to any of the claims 2 to 4, **characterized** by the fan (11) and the gas-liquid heat exchanger (13) being parts of an independent cooling unit (17).
6. The pod propulsion unit according to claim 5, **characterized** by the independent cooling unit (17) being provided outside the pod housing (1) and within the hull (2) of the ship
7. The pod propulsion unit according to any of the claims 2 to 6, **characterized** by a first temperature sensor (23) for measuring temperature of the gas flowing in the closed cooling gas circuit (10) downstream of the electric propeller motor (3) and upstream of the gas-liquid heat exchanger (13), and by a second temperature sensor (24) for measuring temperature of the gas flowing in the closed cooling gas circuit (10) upstream of the electric propeller motor (3) and downstream of the gas-liquid heat exchanger (13).
8. The pod propulsion unit according to any of the claims 2 to 7, **characterized** by a leakage sensor providing information about leakage of cooling liquid in gas-liquid heat exchanger (13) connected to cooling liquid circuit (14).
9. The pod propulsion unit according to any of the claims 2 to 8, **characterized** by a humidity sensor for measuring humidity of the gas flowing in the closed cooling gas circuit (10) upstream of the electric propeller motor (3) and downstream of the gas-liquid heat exchanger (13).
10. The pod propulsion unit according to any of the claims 2 to 9, **characterized** by a third temperature sensor for measuring the temperature of the liquid circulating in said at least one cooling circuit.
11. The pod propulsion unit according to any of the claims 1 to 10, **characterized** by cooling fins (38) in the closed cooling gas circuit (10) and attached to the pod housing (1) of the pod propulsion unit for exchanging thermal energy between gas flowing in the closed cooling gas circuit (10) and water surrounding the pod housing (1).

12. The pod propulsion unit according to any of the claims 1 to 11, **characterized**
by the motor gondola (4) being connected to the strut section (12) by means of a first
connection section (20a) and a second connection section (20b) of the strut section (12),
by said the connection section (20a) and the second connection section (20b) of the strut
section (12) being spaced apart from each other so that an opening (21) is formed between said
the connection section (20a) and the second connection section (20b) of the strut section (12) and
the circumferential outer surface (19) of the tubular section (18) of the motor gondola (4), and
by at least a part of said circumferential section of the circumferential outer surface (19)
of the tubular section (18) of the motor gondola (4) being located in said opening (21).

13. The pod propulsion unit according to claim 12, **characterized** by the opening (21)
extending at least for 50 %, preferable for over 75 %, more preferable for 90 to 110 %, of a
length of the stator (7) of the electric propeller motor (3).

14. The pod propulsion unit according to claim 12 or 13, **characterized**
by a part of the feeding duct (27) of the closed cooling gas circuit (10) is in the first
connection section (20a), and
by a part of the return duct (28) of the closed cooling gas circuit (10) is in the second
connection section (20b).

15. The pod propulsion unit according to any of the claims 1 to 14, **characterized**
by the strut section (12) of the pod housing (1) being attached to the ship by means of
slewing bearing (25) for allowing turning of the pod housing (1) with respect to the hull (2) of
the ship, and
by the pod propulsion unit comprising a slip ring (26) between a power plant (36) within
the hull (2) of the ship and electrical propeller motor (3) within the pod housing (1) for supplying
electrical power from the power plant (36) to the electrical propeller motor (3).

16. The pod propulsion unit according to claim 15, **characterized** by the feeding duct (27)
and the return duct (28) of the closed cooling gas circuit (10) being configured to conduct gas
past the slip-ring (26).

17. The pod propulsion unit according to claim 15 or 16, **characterized** by the slip-ring (26)
being arranged outside the closed cooling gas circuit (10).

18. The pod propulsion unit according to any of the claims 15 to 17, **characterized** by the
feeding duct (27) is arranged inside the return duct (28) at the level of the slewing bearing (25).

19. The pod propulsion unit according to claim 18, **characterized**

by the feeding duct (27) comprising a tubular rotating feeding duct section (32a), which is coaxial with the slewing bearing (25), and which is configured to turn with the pod housing (1) with respect to the ship,

5 by the return duct (28) comprising an annular return duct section (33a), which is coaxial with the slewing bearing (25) and coaxial with the tubular rotating feeding duct section (32a) of the feeding duct (27), and which is stationarily arranged with respect to the ship, and

by the tubular rotating feeding duct section (32a) of the feeding duct (27) and the annular return duct section (33a) of the return duct (28) being provided in a region between the slip ring
10 (26) and the motor gondola (4) of the pod housing (1).

20. The pod propulsion unit according to any of the claims 15 to 17, **characterized** by the return duct (28) is arranged inside the feeding duct (27) at the level of the slewing bearing (25).

15 21. The pod propulsion unit according to claim 20, **characterized**

by the feeding duct (27) comprising an annular feeding duct section (32b), which is coaxial with the slewing bearing (25) and which is stationarily arranged with respect to the ship,

by the return duct (28) comprising a tubular rotating return duct section (33b), which is coaxial with the slewing bearing (25) and coaxial with the annular feeding duct section (32b) of
20 the feeding duct (27), and which is configured to turn with the pod housing (1) with respect to the ship, and

by the annular feeding duct section (32b) of the feeding duct (27) and the tubular rotating return duct section (33b) of the return duct (28) being provided in a region between the slip ring
25 (26) and the motor gondola (4) of the pod housing (1).

22. The pod propulsion unit according to any of the claims 1 to 21, **characterized** by the electric propeller motor (3) being an asynchronous electric motor.

23. The pod propulsion unit according to any of the claims 1 to 21, **characterized** by the
30 electric propeller motor (3) being synchronous electric motor.

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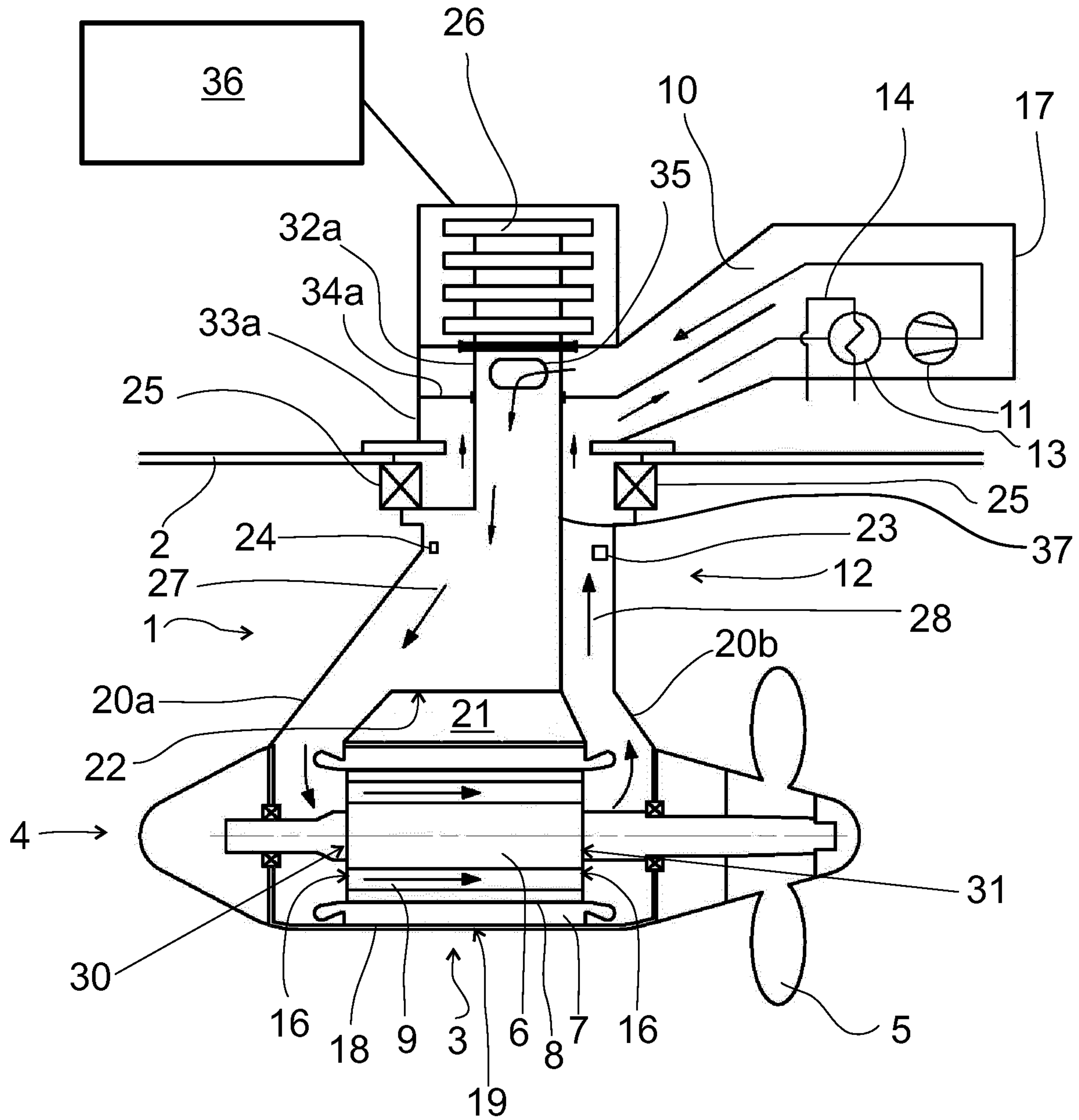


FIG 1

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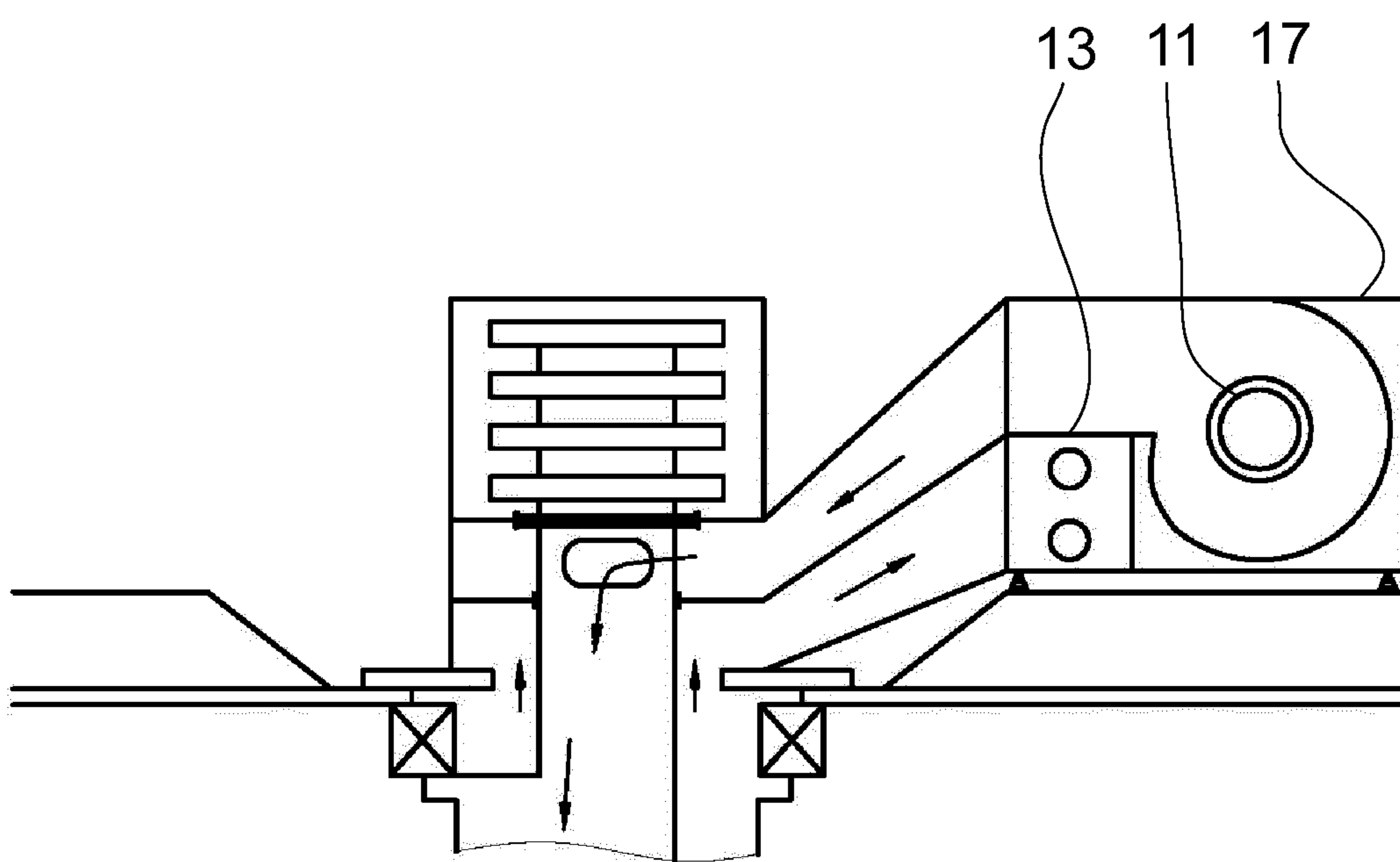


FIG 2

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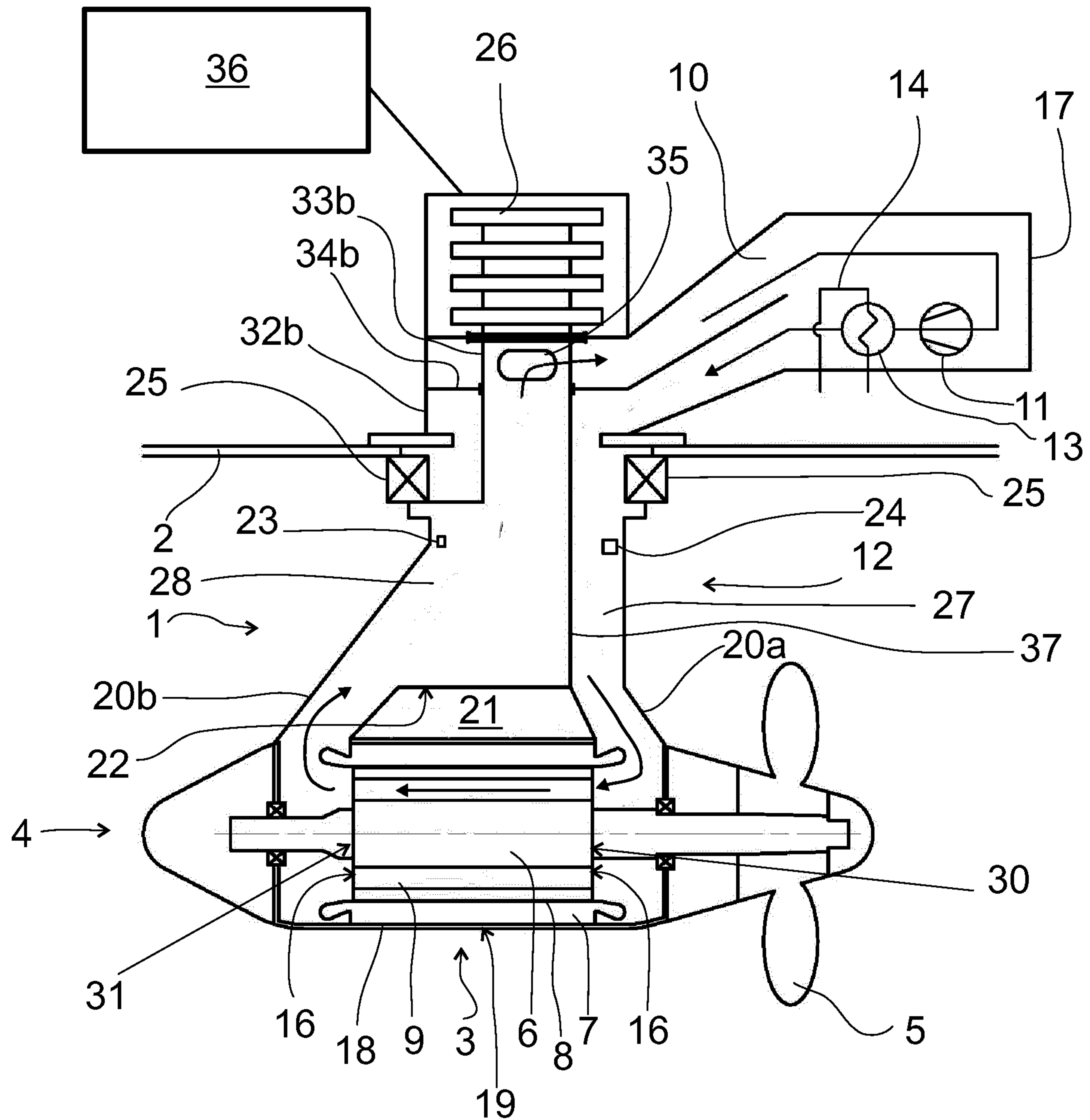


FIG 3

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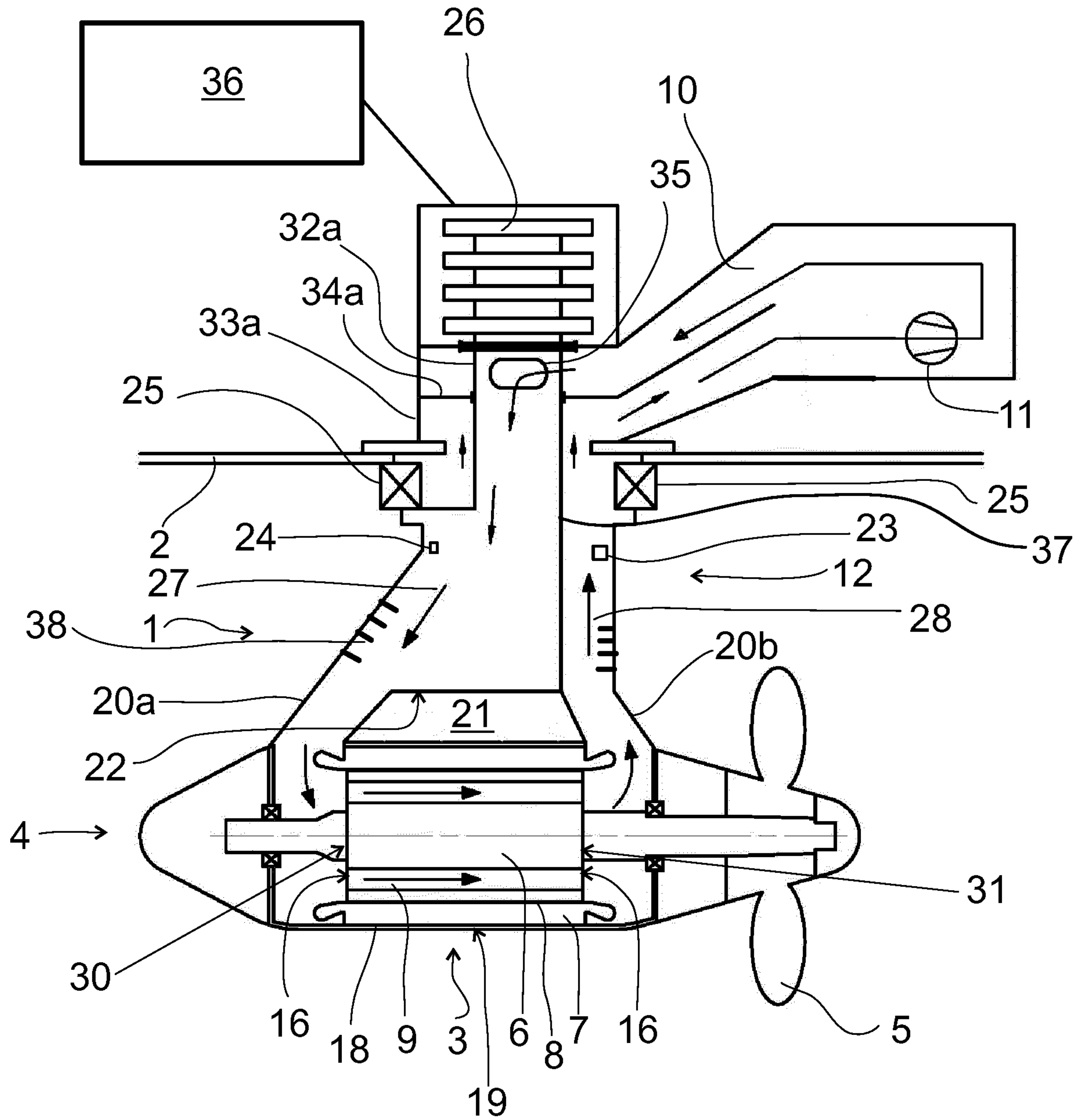


FIG 4

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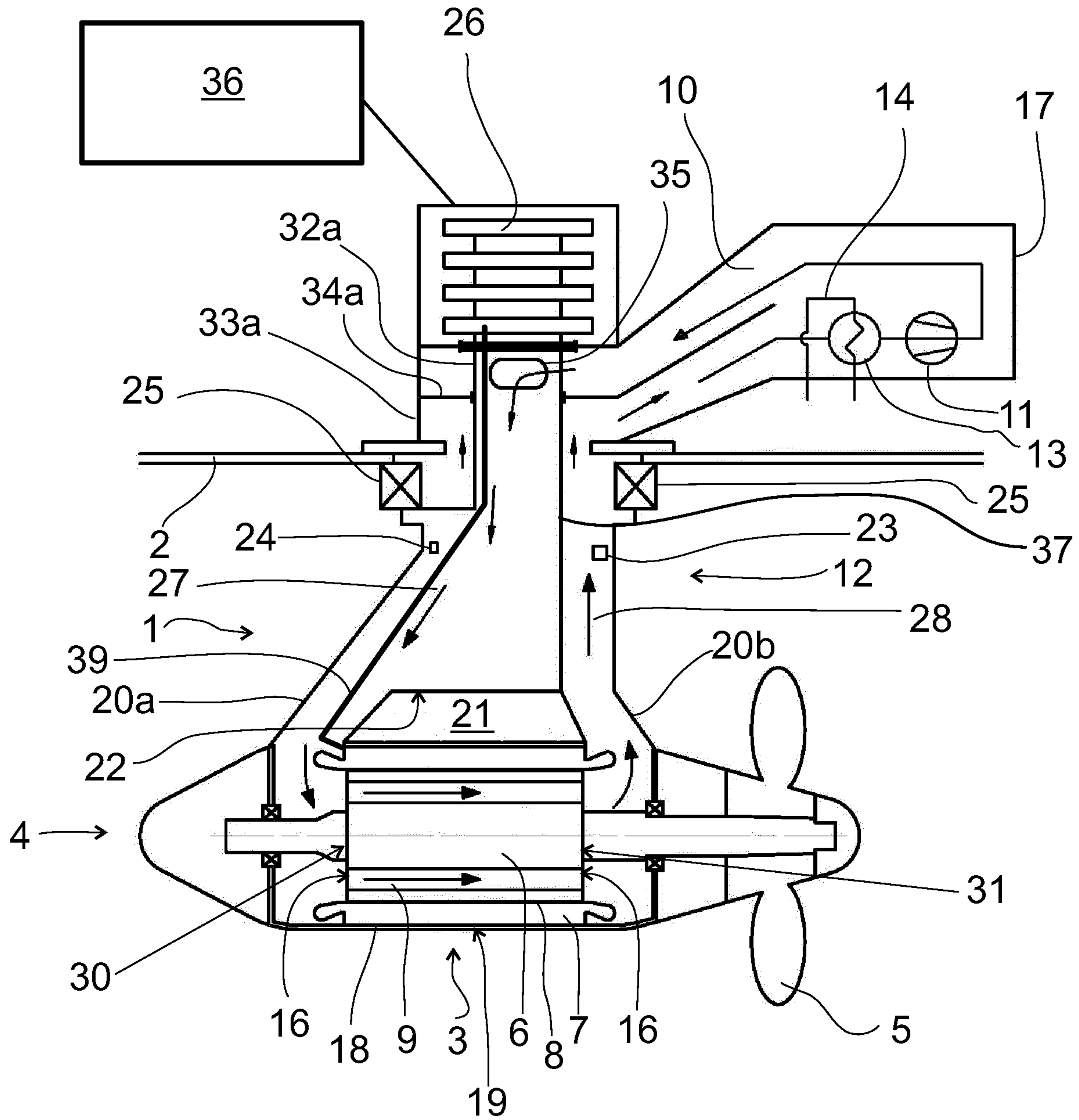


FIG 5

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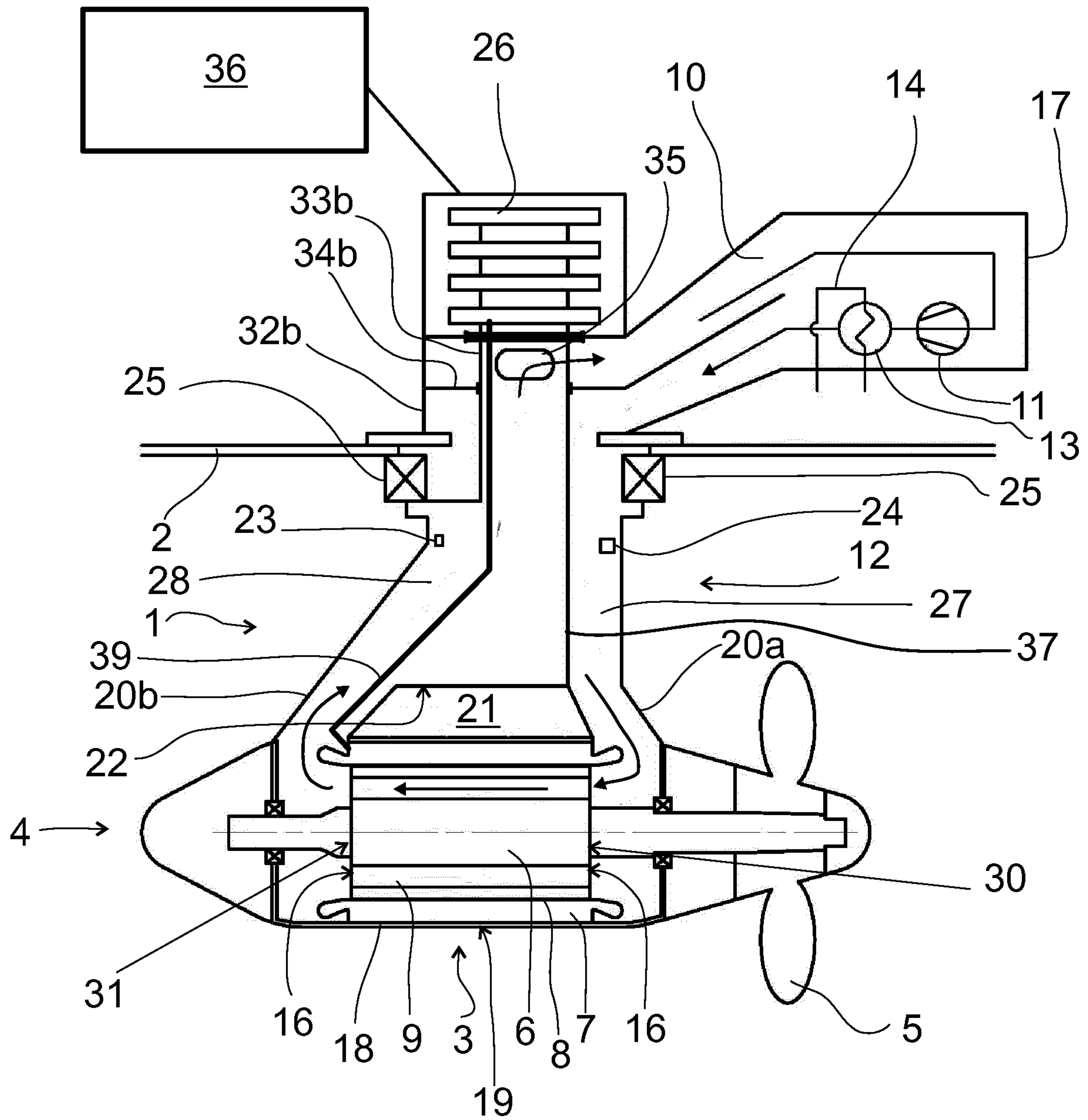


FIG 6

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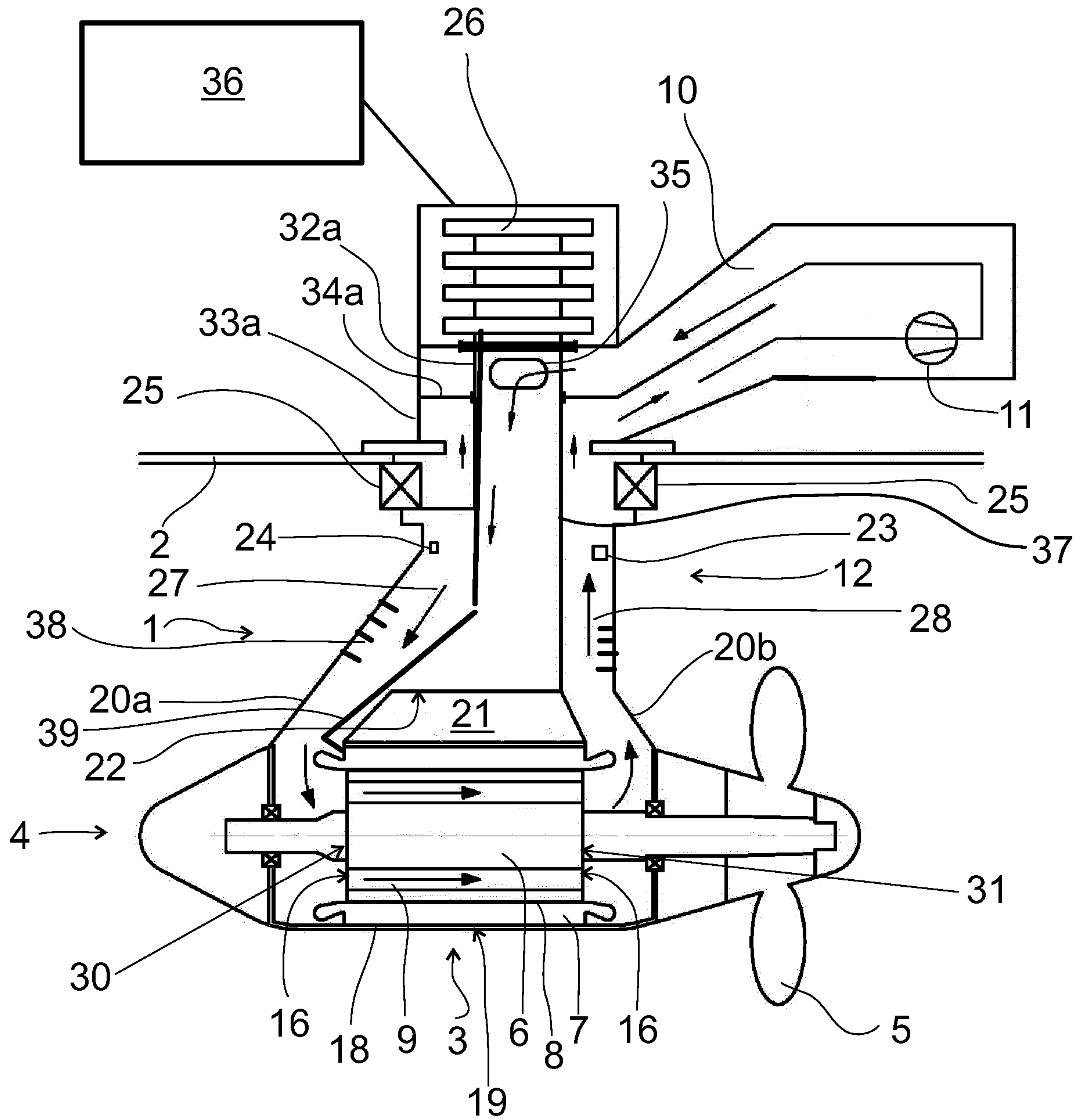


FIG 7

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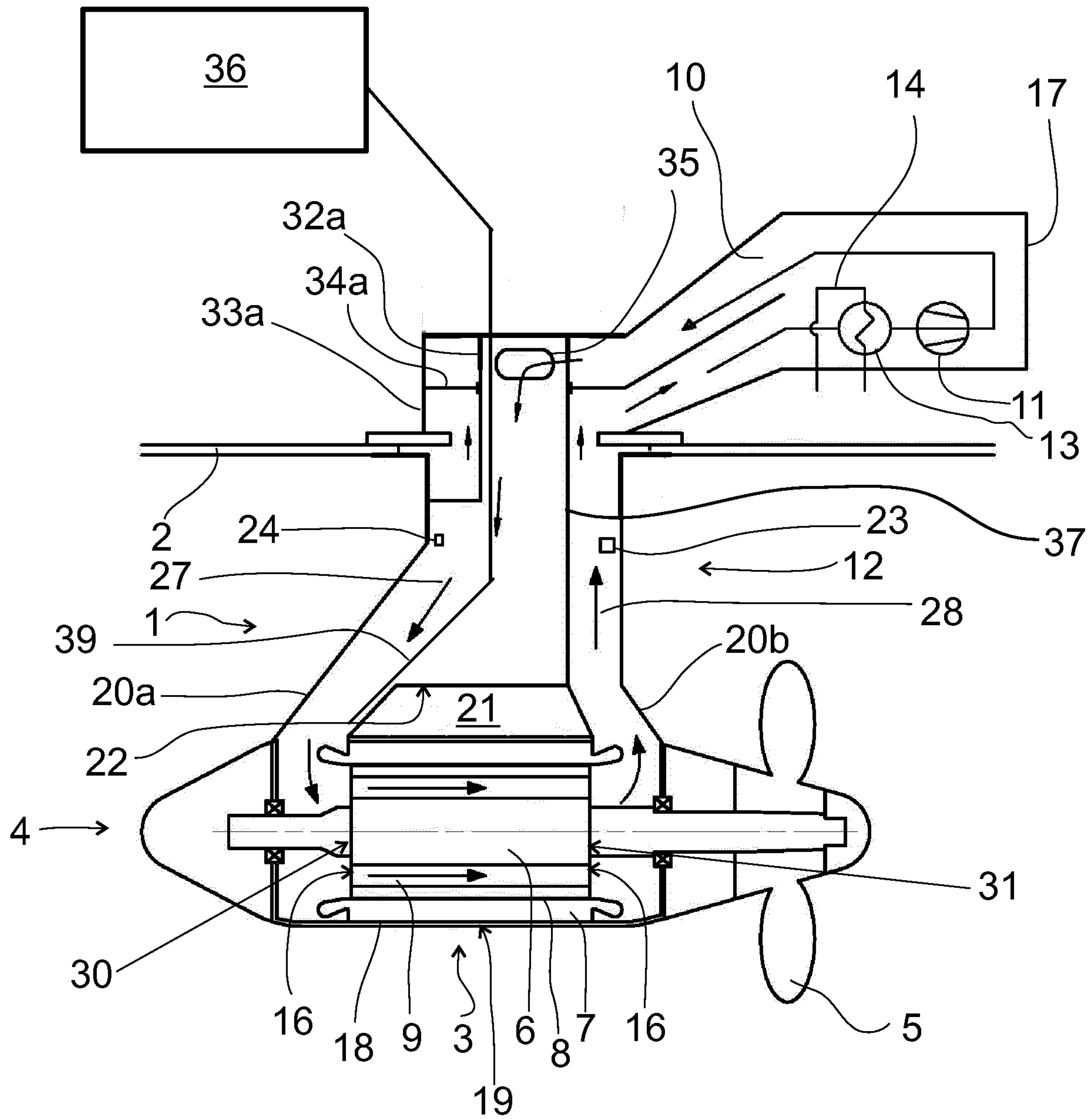


FIG 8

