YOUR PARTNER FOR
MARINE LIGHTING
TYFON SHIP HORNS
AND ELECTRICAL
HEATING SYSTEMS
Tranberg has produced navigation lights for more than 90 years.

The world’s first electrical navigation light was manufactured by Tranberg in 1921.

The long experience gives us the best competence to become the best manufacturer of external lights to the marine market.

Who else can give you products meant to last for the ship’s whole lifetime?
Norway as a shipping nation for hundreds of years has helped Tranberg to develop the world’s most sophisticated marine equipment.

Norway is well known for being a forerunner for ship design. Tranberg has supplied external lights to all these designs.
NO.1
SUPPLIER TO OFFSHORE VESSELS

Products are developed and tested together with offshore vessel ship owners for worldwide operations in both arctic and tropic environments.

If the products are good enough for them, they are good enough for all.
OUR COMPETENCE - YOUR BENEFIT

Involvement from our experts at an early stage, makes you save time and money.

This is our profession - and always included in our service.
Very little differentiate the early seafarers from the high-tech vessels of today. The sea is still fierce and frightening, in fact even worse as today’s shipping and activities go further north than the boldest seamen of the past. More than ever, you need to put your faith in your skilled personnel and craftsmanship of your key suppliers. Quality manufacturers of marine products have the know-how to select materials and to combine them to provide you with top-notch products that you can depend on, and bet your life on, because that is what this ultimately is all about.

EXTREME ENVIRONMENT - REQUIRES HIGH QUALITY PRODUCTS

Stainless steel.

Stainless steel is probably the safest choice for a non-corroding material onboard a vessel. In addition, it has excellent mechanical properties which makes it withstand impacts.

Tranberg supplies several types of marine products that are made of stainless steel such as decklights, floodlights and searchlights. These products are normally very exposed to wind and sea, which is why we use a layer of powder coat paint to fully cover all sides of the products. This is a paint that is hardened at 185 °C, and which naturally withstands high temperatures after being cured.

More importantly, the paint sticks very well to the stainless steel surface, which is partly due to the fact that stainless steel expands only half of that of aluminum. This is why aluminum products often shed the paint after only a few months into service.

BRASS

Brass and stainless steel are probably the most widely used metals for marine components. Although brass for decorating products is selected for its shiny surface, TRANBERG as a quality manufacturer of outdoor lighting and navigation aids, prefer brass due to the non-corroding and stable properties. In the extreme environment that the sea presents, with seawater, wind, rain, heavy waves, high and low temperatures, and sometimes extreme sunshine, it doesn’t take long to understand why these materials are simply the best. But there is more to durability than just the known fact that plastic turns brittle in a very short time. The constant pounding of water flooding the products, or ice build-up that needs to be hacked off the lanterns or junction boxes, are two extreme, but very common factors to take into account when selecting the right products for a vessel that will sail the seven seas.

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GLASS

Another material that for years has acclaimed a reputation for high durability is glass. This is due to the ability to withstand both high and low temperatures, and a hard surface that withstand tear and wear significantly better than the more inexpensive plastic.

Transparency and colour stability are probably the two most important elements for a lantern lens, all while the lantern is still one of the most important navigational instruments onboard. If paint gets on the lens, it is not a problem to clean it with chemicals and the saltparticles will not grade the glass and reduce the visibility.

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Tranberg searchlight system gives both the shipbuilder and ship owner many advantages. The ship owner requires the best product, while the shipbuilder will quote the solution with the lowest installation cost. The solution lies in a much simpler installation in the bridge. The traditional solution requires several slave panels with more cables to be pulled to the bridge and connected to all the panels. Conclusion: The Tranberg solution increase the safety for the ship owner and reduces the installation costs for the ship yard.
SEARCHLIGHTS MADE OF STAINLESS STEEL WITH LONG LIFETIME

TRANBERGS BUS-CONTROLLED SEARCHLIGHTS DO NOT REQUIRE SLAVE PANELS. ALL PANELS ARE MASTER PANELS WHICH ARE SITUATED ON THE VARIOUS BRIDGE CONSOLES.

You may operate up to 8 searchlights from any of the installed panels. You simply push the button for the searchlight you want to control - and you are in control! In addition, you can dim the red background light on each panel, which makes it easy and simple to use in the dark.

The remote controlled motor drive unit is the fastest on the market, and moves the light beam up to 40 degrees per second - and on the panels you have the possibility to adjust this according to your requirements. By excluding the auxiliary panel you save space in already crowded bridge consoles, as well as giving the navigator on the bridge less panels to attend to. This improves the safety and particularly with Naut-OSV class you do not have enough hands or eyes on the bridge to operate all the slave panels. If one of the panels is out of order, the other panels will function as normal which means the safety aspect is taken care off.

RADIO CONTROL

Another advantage with our network operated searchlight system is the possibility to add radio control to an existing Searchlight System. A small cabinet must be connected to the network to get the radio panel(s) operational. The main panels on the bridge will indicate when a searchlight is being operated from a radio panel (or any other location). If required, the navigator on the bridge can take control of the searchlight from one of the panels on the bridge. The radio panels have a range of 300m and can control up to eight different searchlights. The panels is made in a robust watertight enclosure and is delivered with a carrying strap and a charger.
REDUCE YOUR INSTALLATION COSTS AND INCREASE YOUR SAFETY WITH TRANBERG SEARCHLIGHT SYSTEM WITH SERIAL COMMANDER

16 searchlights can be controlled from one panel. The panel let the navigator choose which searchlight he wants to operate:

• All types of searchlights (Xenon, Halogen, SAR and HRI) use the same type of panel. In addition we can supply a separate panel for SAR.
• 16 operating panels can be connected to the same circuit.
• The panel has red dimmable backlighting.
• If our panels are packed with functions, they are still user friendly and do not take up much space on the bridge desk. (H=96mm B=168mm)
• The searchlight system complies with DNV, Naut-OSV.
• An optional gateway may be installed to provide a two-way communication towards an external control system.
• The panel has a “home” function. This means that the searchlights can return to a pre-programmed position by pressing the button “group/home”. The position is programmed by pressing the button for 5 seconds.
• When all the searchlights are switched on, you can manoeuvre all chosen searchlights simultaneously by pressing the button “group/home”. The searchlights can be removed from the group by switching off the lamps.

TYPICAL COMPETITOR’S RELAY OPERATED SEARCHLIGHT SYSTEM

• More wiring and more expensive cables required
• Higher installation costs
• Not possible to operate several searchlights from one main panel. Extra slave panels must be installed for this purpose.
• Requires more space in the bridge desks.
• Reduced functionality.
• A great number of slave panels required to be able to control all searchlights from all steering positions.

The system also has a function where the shipyard/installer can program the searchlights motion limits to starboard and port. This is often necessary in cases where you do not want light on the hull or other equipment as this may interfere with the crew’s night vision. This system is the most advanced control system on the market for standard produced searchlights.

SPECIAL RULES FOR SEARCHLIGHTS

Special rules for Searchlights apply for the following areas and operations:
• Suez Canal
• Greenland water
• Oil recovery
• Fire fighting
• Rescue operating

REFERENCES

28 - 29 | SEARCHLIGHTS AND CONTROL SYSTEMS
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<tr>
<th>Country</th>
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