



## News Release

For release later than April 1, 2010

Press Contact: Martin Richter  
 Raytheon Anschütz GmbH,  
 Tel: +49 (0) 431 3019-512  
 Fax: +49 (0) 431 3019-94512  
 Email: [Martin\\_Richter@raykiel.com](mailto:Martin_Richter@raykiel.com)  
 Date: March 1, 2010

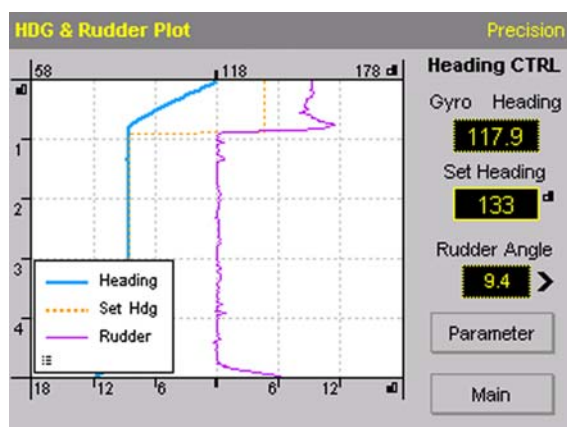
### New Anschuetz autopilot series NP 5000 announced

The German based navigation company Raytheon Anschütz announces the upcoming release of their new NautoPilot 5000 adaptive autopilot series. With this autopilot series, the company launches the successor of their renowned NP 2000 autopilot series, which has gained reputation through several thousand installations over the past decade. The NP 5000 is based on the same Anschütz steering algorithms, but is enhanced to include highly advanced functions for economic and precise navigation such as an integrated steering performance display and a new course control operation mode.

The new autopilot's most obvious feature certainly is its large graphical display which offers six different day and night modes within an intuitive to operate touch screen. The screen is designed in line with the colour palettes which are in use for the display systems of Radar, Chart-Radar and ECDIS. Clearly arranged functions are accessible via push buttons or the touch screen to ensure operation is kept as simple as possible.



*The new NautoPilot 5000 autopilot series features a large graphical display.*



*Graphical indication of steering performance. The integrated heading and rudder plotter provides effective assistance for optimizing the autopilot adjustments for economic steering.*

The large display features an integrated heading and rudder plotter, which provides a graphical indication of heading changes and all used rudder angles. This indication instantaneously indicates the steering performance of the autopilot due to the effects of changes to parameter settings such as rudder, counter rudder and yawing. The operator benefits from simple adjustments of the autopilot's settings to gain optimized steering performance, which results in minimal rudder action and thus reduced fuel consumption.

Another contribution to economic navigation and reduction in fuel consumption is achieved by the Eco-Mode of the autopilot, which provides the automatic adaptation to the current sea-state and weather. Periodical yawing movements which can be caused by roll and pitch will normally result in rudder actions with high amplitudes. As frequent rudder actions will not compensate the heading deviation due to environmental conditions, the autopilot reduces its sensitivity to such movements. As a result, the autopilot continuously adapts to current environmental conditions without a manual change of

autopilot parameters. Subsequently less rudder action is required, which leads to lower levels of speed reduction and thus less fuel consumption.

The NP 5000 autopilot series features up to three possible modes of operation. Besides heading control, the new autopilot maintains the proven track control mode, allowing a vessel to steer automatically along a pre-planned route from the start to the end point of the route. Track control is executed with Category C accuracy which requires environmental conditions such as wind and drift to be compensated during track course changes. A new feature in the NP 5000 is "course control" as a third mode of operation. When steering in this mode, the autopilot compensates for drift automatically and keeps the vessel on the

defined course over ground. Compared with the common heading control mode, this leads to a more precise course keeping capability and increased safety when steering the vessel.

The graphical display of all NP 5000 autopilots includes an indication of the track deviation and an integrated rudder angle indicator as a backup indication for the rudder angle indication system. The top of the range autopilot NP 5500 includes a high accuracy controller which has been designed for ships sailing in challenging sea areas such as archipelagos.

To further increase safety of life, ship and goods at sea, the NP 5000 autopilot series is available with an integrated acceleration monitor, which provides a warning if a pre-defined cross acceleration limit is exceeded. This helps to avoid damage or accident due to high acceleration stresses that might occur for example during a heading change at high speed.

The NautoPilot 5000 is available in several different versions to make it the ideal autopilot solution for all professional vessels. It can be installed as a stand-alone solution or in combination with other bridge navigation systems. This facilitates additional benefits such as track control, Conning integration of the autopilot performance data or the display of a "curved heading line" on ECDIS screen.

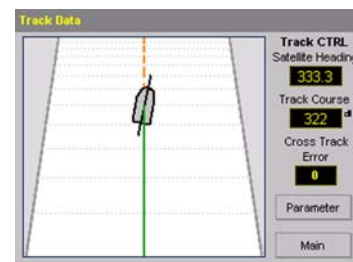
NP 5000 will be available for installations in the third quarter of 2010.

#### Note for the editor:

**Raytheon Anschütz GmbH** is a subsidiary of the Raytheon Company (USA) and belongs to its Integrated Defense Systems division. The company employs more than 500 people at its headquarter in Kiel, Germany, and has its own subsidiaries, sales and service partners around the world. The company was founded as Anschütz & Co. in 1905, when Mr. Hermann Anschütz-Kaempfe invented the world's first gyro compass. Since this time the navigation was characterized by innovations made by Anschütz; among other, the first autopilot was installed on board of a ship in 1920.

Today, Raytheon Anschütz is one of the most recognized manufacturers of steering control systems and autopilots worldwide. Further products cover gyro compasses, radar, ECDIS and complete integrated bridge systems. More than 25,000 vessels worldwide are equipped with Anschütz navigation systems.

\*\*\*



*NP 5000 provides an indication track deviation indication on its large display*