

Heat Exchanger & Keel Cooler Heat Dissipation for HVAC, Engines, Gearboxes

Have the best of both worlds!



[To link to our keel cooler page click here](#)

Now you can benefit from the **numerous** advantages of **self-contained systems without pumping sea water** throughout your vessel.

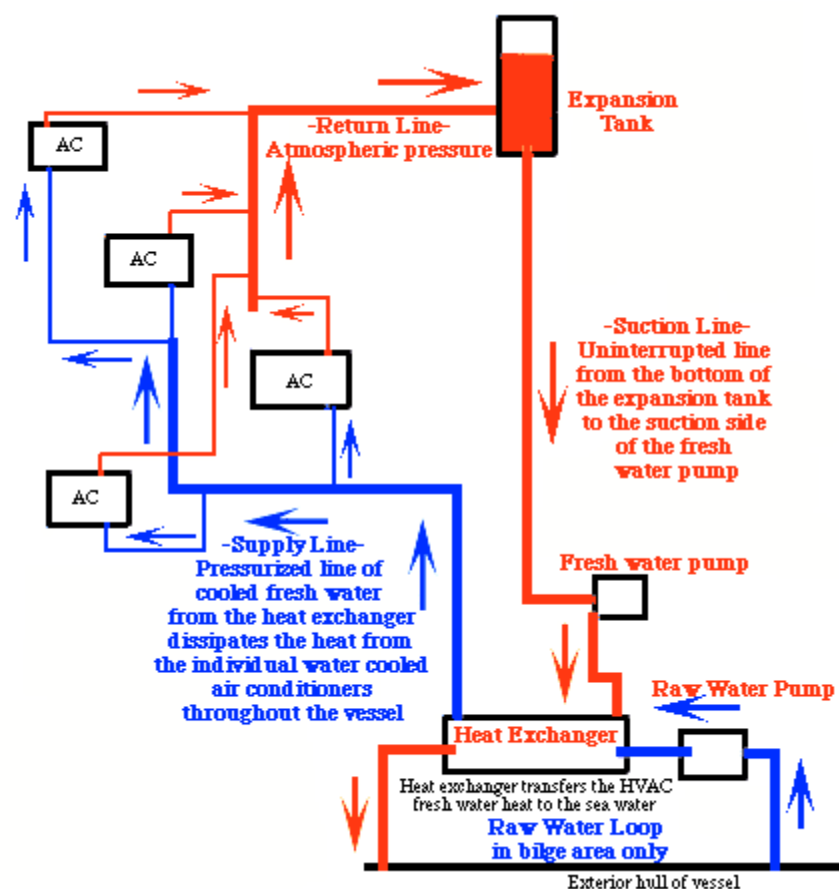
With a flooded system you eliminate the head pressure from distances ADWL - only frictional losses need to be considered, which is ideal for multi-level applications and installations well above the water line, such as large ships and oil rigs.

Pumping fresh cooling water, considering only frictional losses, can be thought of like supplying electricity- as long as the pressure is maintained on the supply line with atmospheric pressure on the discharge line (return line), it's easy to control the amount of cooling water to multiple individual units, even with multi-level installations.

You can eliminate the heat exchanger and raw water pump depicted below by using a keel cooler - our staff will assist you in deciding what system best suits your needs.

Cooling with fresh water eliminates the sinking hazard and corrosion that sea raw water brings, and the basically room temperature cooling water of these systems eliminates the need to insulate the water lines, greatly reducing your installation expense in labor and material.

Heat Exchanger Example:



It's also very affordable!

Typical Heat Exchanger Prices & Specifications:

Specifically designed and manufactured for **Flagship Marine** to our **highest continuous duty/commercial quality standards** by Sen-Dure®, an industry leader in the heat exchanger industry since 1947, we have specified a very heavy, slick walled (not rifled or knurled with thin spots) 0.032" AW (average wall), large 3/8" diameter 90/10 CuNi (Cupronickel - NOT copper) tubes and 90/10 CuNi tube sheet within a heavy gauged copper shell and copper end plates for **unsurpassed durability** even in the most severe marine conditions.

Our design, the "FMI" series of the Sen-Dure® heat exchangers, enables very **easy tube cleaning** by removing the two end plates, making mechanical and/or chemical cleaning a cinch every few years.

Complete with sacrificial zincs and mounting brackets, here are a few examples of how economical these systems can be:

5 tons of cooling (60,000 BTUs) - 4" dia x 36" Long = \$1,260.00

10 tons of cooling (120,000 BTUs) - 5" dia x 40" Long = \$1,999.00

15 tons of cooling (180,000 BTUs) - 6" dia x 54" Long = \$2,999.00

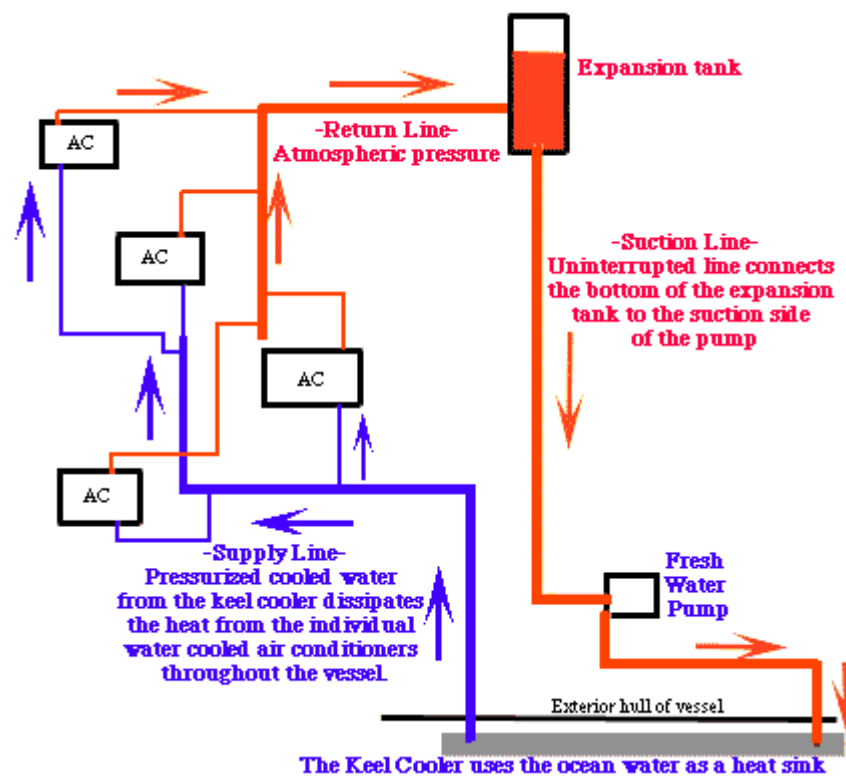
25 tons of cooling (300,000 BTUs) - 8" dia x 40" Long = \$4,788.00

50 tons of cooling (600,000 BTUs) - 8" dia x 72" Long = \$6,999.00

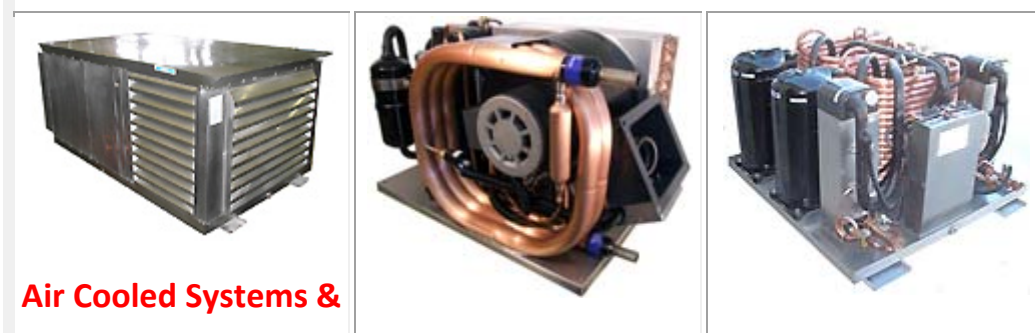
(Lengths are tube bundle lengths - add about 6" for overall lengths)

One ton of cooling = 12,000 BTUs

Keel Cooler Example:



Site Map:



<p>Explosion Proof Systems Prices and Specifications</p>	<p>Self-Contained Systems Prices and Specifications</p>	<p>Chilled Water Systems Prices and Specifications</p>
 <p>Marine pumps</p>	 <p>Air Cooled Rooftop AC Systems by Coleman/Mach</p>	 <p>High-Pressure Systems (for ships and large commercial vessels) Prices and Specifications</p>
 <p>Fernstrum Keel Coolers & Heat Exchangers</p>	 <p>Best Prices on Carrier Equipment!</p>	 <p>Heat-Only Systems Prices and Specifications</p>
<p>Reverse cycle heat vs Electric heat</p>	<p>Properly size your boat BEFORE you charge ahead!</p>	<p>Multiple Unit Installations</p>
<p>Flagship digital control</p>	<p>Flagship Installation kits</p>	<p>Different types of systems</p>
<p>12-24 Volt DC Systems</p>	<p>Installation do's and don'ts</p>	<p>Commercial operators</p>
<p>Mfg. comparison</p>	<p>Fresh Water Cooling</p>	<p>Cruisers spare parts kit</p>

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