



Cathodic protection by means of anodes is a "must" for the protection of all metal parts under water. Therefore, not only for steel boats, but also for wooden, fibreglass and aluminium hulls, anodes are required. The material of VETUS zinc anodes is of the highest possible standard, the U.S. mil.-A-18001 K. specifications. Anodes which do not meet these specifications have little or no effect at all. VETUS aluminium anodes consist of an aluminium-indium-zinc alloy Mil - A - 24779 (SH). All VETUS anodes are streamlined and mounted either with specially made studs, which can be welded to a steel hull, or special through-hull bolts for fibreglass and wooden boats. **We supply these studs and bolts separately.**

When ordering, please always specify the material of the hull. All metal parts must have a direct contact with the anode. Therefore the bolts supplied for e.g. fibreglass hulls must have a wire-connection, so that contact can be made with the metal parts. (See drawing B). On fibreglass and wooden boats only the **metal** parts must be protected. For anodes type 8 you need **one** (1) connection kit and for types 15, 15S, 25, 25S and 35 you need **two** (2) of these. All VETUS anodes have a protective layer of paint at the mounting side to prevent damage to the paint work of your boat.



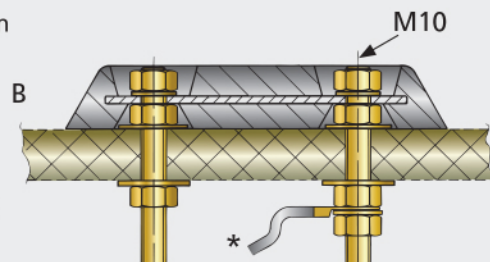
Zinc-anodes for VETUS bow thrusters
See pricelist.

How to install weld-on studs for steel hulls

Anodes that are installed by means of studs are much easier to replace than anodes that are welded directly to the ship's hull.



For fibreglass and wooden hulls.



* Copper wire to connect parts to be protected.



Shaft anodes, for installation directly to the propeller shaft

VETUS shaft anodes are designed to create a perfect fit on the shaft. Even as the anode is eroded, it cannot come loose. An interlock system is incorporated in both halves, to ensure that the bolt holes are in perfect alignment. The material around the holes is also increased to prevent the bolts becoming loose.

Shaft anodes are not recommended on high speed vessels. They create turbulence in the water flow around the propeller and as they erode, can cause imbalance in the propeller shaft. These problems do not occur when using the VETUS propeller nut with integrated zinc anode.

On a project basis, shaft anodes are supplied with a metal bracket.

Type	Shaft diameter inch (mm)	Anode diameter inch (mm)	Length inch (mm)	Weight kg (lbs)
ZINKVAS25C	1" (25 mm)	2 1/4" (58 mm)	2 3/16" (56 mm)	0,50 kg (1.1 lbs)
ZINKAS30C	1 3/16" (30 mm)	2 1/4" (58 mm)	2 3/8" (60 mm)	0,55 kg (1.2 lbs)
ZINKAS35C	1 9/16" (35 mm)	2 9/16" (65 mm)	2 9/16" (65 mm)	0,68 kg (1.5 lbs)
ZINKAS40C	1 9/16" (40 mm)	3 3/16" (81 mm)	2 13/16" (71 mm)	1,30 kg (2.9 lbs)
ZINKAS45C	1 12/16" (45 mm)	3 3/16" (81 mm)	2 13/16" (71 mm)	1,10 kg (2.4 lbs)
ZINKAS50C	1 15/16" (50 mm)	3 3/16" (81 mm)	2 13/16" (71 mm)	1,00 kg (2.2 lbs)
ZINKAS60C	2 3/16" (60 mm)	4 1/8" (105 mm)	3 3/4" (96 mm)	2,60 kg (5.7 lbs)

Type	Shaft diameter inch (mm)	Anode diameter inch (mm)	Length inch (mm)	Weight kg (lbs)
ZASA1C	1" (25 mm)	2 1/8" (54 mm)	2 3/16" (55 mm)	0,40 kg (0.9 lbs)
ZASA1 1/4 C	1 1/4" (32 mm)	2 3/8" (61 mm)	2 3/8" (60 mm)	0,53 kg (1.2 lbs)
ZASA1 1/2 C	1 1/2" (40 mm)	2 3/4" (70 mm)	2 5/8" (66 mm)	0,74 kg (1.6 lbs)
ZASA1 3/4 C	1 3/4" (45 mm)	3 1/8" (80 mm)	2 3/4" (70 mm)	1,07 kg (2.4 lbs)
ZASA2C	2" (50 mm)	3 9/16" (90 mm)	2 15/16" (74 mm)	1,40 kg (3.1 lbs)