Quantum

ZeroSpeed stabilization is the only way to go for a yacht.

Designed and manufactured by the marine industry's largest manufacturer of zero-speed technology, Quantum Marine Engineering of Florida Inc. has 120 systems in service and another 150 on order, which speaks volumes.

ZeroSpeed™ makes rolling at anchor a thing of the past. In fact, because the stabilizers can eliminate up to 90 percent of a yacht's roll and cost less than two weeks' charter, many builders now don't build superyachts without ZeroSpeed stabilization. Increasingly, charterers in-the-know are telling brokers, "Nice yacht, too bad no ZeroSpeed stabilizers, what else do you have?"

Quantum's development of digital controls and high-lift stabilizer fins performing at low or no speed added "zero speed" to the lexicon and a new chapter to nautical knowledge. Since its introduction in 1999, ZeroSpeed stabilization has added immeasurably to yachting enjoyment and expanded cruising options. From a performance standpoint, no other stabilizer company comes close to delivering the roll reduction performance achieved by the Quantum system.

As the leader in the world of stabilization, Quantum's latest innovation in ZeroSpeed system refinement is the new, patented XT™ fin series. This new system has been designed to overcome a number of challenges in fitting these dual purpose systems to larger vessels. The modern ultra-yacht designs are calling for higher volume hull forms which are not always conducive to fitting the stabilizer fin area required for stabilizing ships at rest (zero speed). Additionally, most of these supersize vessels have designed service speeds in excess of 20 knots, which dictates that appendage drag be minimized as much as possible.

The XT fins are designed to reduce the fin footprint by having extending foils that are only deployed for stabilizing the vessel at anchor. When the vessel is underway, the foils are retracted, reducing drag while having sufficient fin area to deliver optimal roll stabilization at sea. When deployed, the XT fins have a vastly more efficient geometry due to the fact that the area of the foil is aft of the shaft and in the best position to deliver the force required for roll damping at anchor. An additional benefit of these XT fins is the ability, in some cases, to fit two fins instead of four, based on the total area requirements. In a recent model test, the XT fins were shown to deliver a significantly higher roll reduction than previous fin designs. The results of these tests confirmed that the fin geometry allowed for a reduced total fin area without sacrificing performance. ■

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