

## Quantum Stabilizers to Refit, Upgrade Hydraulic Stabilizer Systems for USCG's Endurance Cutters

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**Quantum Stabilizers, Inc. of Ft. Lauderdale, Florida have been recently awarded the contract for the refit and upgrade of the hydraulic stabilizer systems for the USCG's next four WMEC 270 medium endurance cutters.**

After a successful development and delivery of the first system that was installed on the USCG's medium endurance cutter TAMPA, the option for the next four (4) cutters was exercised. The whole contract is for all 13 vessels, the first vessel was the TAMPA and the remaining 12 vessels are split into a four year option.

**John Allen**, President of Quantum confirmed, *"We are delighted and very proud to be the suppliers for the USCG on their Medium Endurance Cutters, [WMEC270's]."* Allen continued, *"With the new stabilizer and control systems installed, the crew will have a more comfortable ride which in turn will help create better working conditions when out on missions, and on behalf of all of our employees, it makes us all very happy to support our men and women who are out there working to protect our country's coastal regions."*

Quantum is also the supplier for the fin stabilizers for the FRC - Sentinel Class (Fast Response Cutters) program under construction, which consists of 36 new vessels that will eventually replace the older 110' Island Class vessels. An important part of the hydraulic stabilizer refit and update for the WMEC270's is that the system Powerpack and control is identical to the one used on the new USCG's FRC vessels and therefore helps the USCG service department to maximize their efficiency when it comes to the servicing and maintaining the parts inventory. It also assists with fleet integration through cross over in training and operation.

Allen summed the project up by adding, *"What's been so successful about the stabilizer upgrade is that we were able to upgrade the existing stabilizer system through using up-to-date control technology and therefore increase the performance of the ship without any major structural changes needed and adding to the success of the whole "life extension program."*

The program began with an extensive on-board inspection before the design development of a high efficiency hydraulic power unit could begin. After the design phase, the new control system using the latest

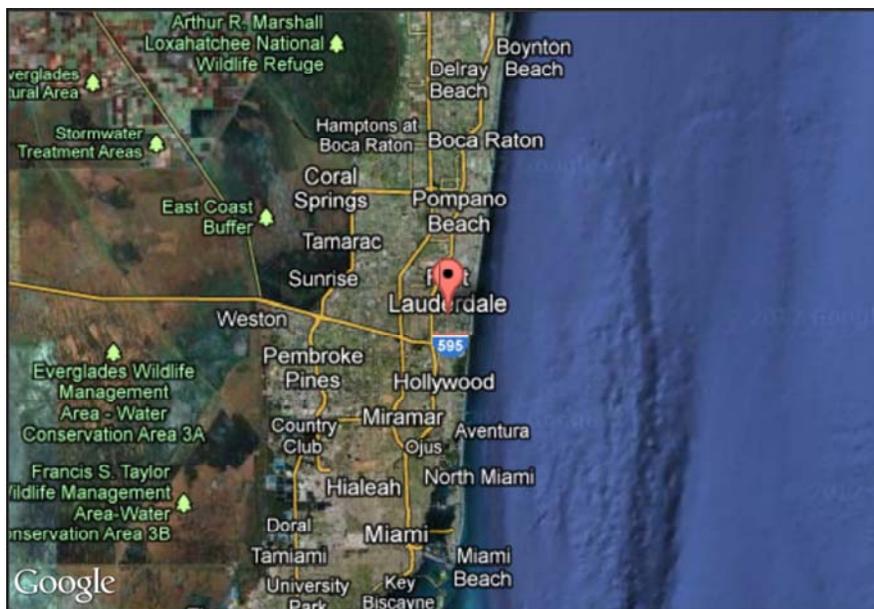
in motion control and digital technology could then be installed. After the structural design was completed and equipment was built, the system was practically 'plug and play', right into the TAMPA. An added benefit from the refit was the significant space gained in the The USCG WMEC902 TAMPA – shown above, was the first Engine Room. By using Quantum's hydraulic powerpacks, there was a space saving of almost 45% which increased accessibility to the equipment.

### ***About the Quantum Group***

Quantum Marine Engineering and Quantum Stabilizers are privately held corporations which design and manufactures many motion control products for the superyacht, commercial and military industries. Some of these are the Zero Speed™ and On Anchor™ stabilizers, featuring the digital ARC controls; their QIS integrated hydraulic systems; and ultra quiet hydraulic power packs.

Quantum products also include the ARCHER™ ride control system for high speed vessels- full roll, pitch, and trim control over a wide range of speeds; and the revolutionary MAGLIFT™ rotary stabilizer, for near zero drag at speed and maximum stability while at anchor, drifting, or low speed travel.

Quantum supplies original equipment to builders, new equipment to yards and refit projects and upgrades to existing stabilizer systems for vessels ranging in size from approximately 25 meters (80ft.) to 184 meters (550ft.). These systems provide a range of roll stabilizers providing effective stabilization from on anchor to speeds in excess of 60 knots. They can supply custom hydraulic equipment to meet specialized requirements, and with their AutoCAD and Solid-Edge capabilities they design each piece of equipment to match each vessel's characteristics and operational needs.



Naval Today Staff , February 27, 2012; Image: wikimedia