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**PRODUCTS**

Silvia Montagna

# An easy choice

Sexy Fish is the original military style 39 m yacht belonging to Risa Tansu, CEO of the Turkish Tansu Yachts yard. It has CMC Marine propulsion and electric stabilisers.



**BOAT STABILISATION USING ELECTRIC ACTUATORS IS SOMETHING BOATYARDS AND BOAT OWNERS HAVE ALWAYS ASKED FOR. WE SPOKE TO RISA TANSU, CEO OF THE TURKISH TANSU YACHTS YARD, WHICH CHOSE AS SUPPLY THE LEADING TUSCAN COMPANY CMC MARINE, WHICH HAS MADE ELECTRICAL SYSTEMS ITS STRONG POINT.**

**A**

close encounter to discover the reason for this choice in the advantages of these innovative “machines” the builders and boat owners.

**How did you get to know about CMC Marine's products?**

I've got to know about CMC Marine's new products thanks to both the founder and owner of the company Alessandro Cappiello, and a long time friend Tayfun Türk, owner of BTS Marin, CMC Marine dealer in Turkey.

**Why did you decided to equip your yachts with CMC Marine's products?**

At the time I wasn't really happy with the hydraulic systems I had always used and Alessandro convinced me to try the electric system: I took my chance and the advantages were obvious from the beginning.

**What are the key features you appreciate the most in CMC systems?**

What I like most is the fact that there is no longer the need to have hydraulic piping all through the yacht, plus the Stabilis Electra system

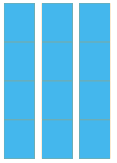
is very easy, and clean, to install. Finally, when the stabilizers are working, they are completely silent. Parlando in valori medi, il rumore registrato non supera mai i 50 decibel all'ancora, siamo intorno ai 40/45 decibel. Con un impianto oleodinamico più o meno si è intorno ai 58 e 60 decibel.

**Already 3 of your yachts have been equipped with Stabilis Electra fins and Dualis thrusters. Are you planning to use those systems also on board other vessels?**

Absolutely! I'm very happy with the system and will continue for sure to equip my new buildings with CMC Marine's electric fin and thrusters.

**Can you tell me what are the qualities/advantages of such systems that can be deduced by their use, compared to the systems that were previously used?**

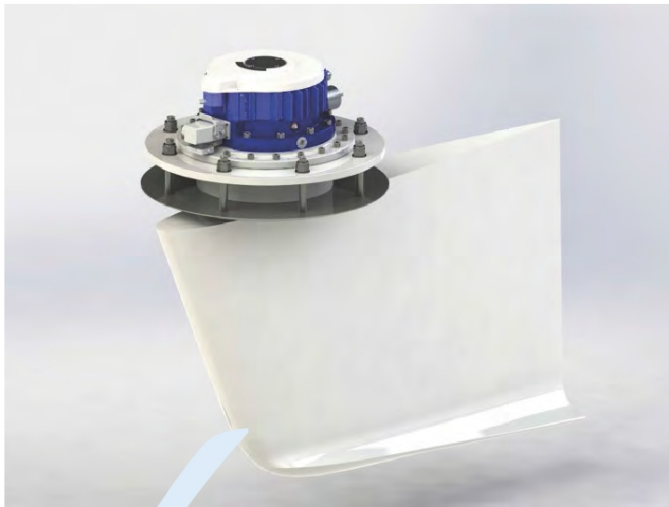
I think this is a great system: the Stabilis Electra is considerably easier to install, silent, durable and clean. But the thing that I value the most, to me more important of all the qualities already mentioned, are the people behind the product. As a customer I receive continuous support, from the initial phases of the project to the after sales service.



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**New from CMC Marine**

This Cascina company is introducing important new products to the market, creating three different ranges of stabilising fin systems for various kinds of boat, each with its own peculiarities.



**SR SYSTEM – SHORT RANGE** - Starting from the experience with Stabilis Electra, the system is aimed at boats of less than 20 m. In particular it has a latest generation innovative Brushless Torque electric motor, there are three different sizes available) linked to a reducer. With its unique design, this new system ensures maximum compactness, increasingly low-wage, low energy consumption and even simpler installation. It can also be powered with 24V DC.



**HS SYSTEM – HIGH SPEED** – This system came about as an evolution of the SE Stabilis Electra system and is for planing craft with speeds of more than 24 kn. The system has several new elements compared with the earlier range, including an optimised blade profile, which guarantees better performance while further reducing resistance, and new electronics that are less bulky and give higher performance, making it possible to control several appendages (helms or intruders) together with the stabilising fins.



**LR SYSTEM – LONG RANGE** The new LR system is designed specifically to be installed on displacement or semi-displacement vessels. These new products too present remarkable advantages: new electronics for reduced bulk and more compact machines with the same power as the SE equivalent, higher performance, a new shape for the blades designed for displacement craft, the possibility of installing blades of up to 5 m<sup>2</sup> and finally the possibility of integrating – and controlling – eight control surfaces (two couples of fins, helms etc.).

Provision has also been made for the insertion of inertial sensors to make it possible to analyse roll, pitch and yaw and permit the control of platforms.