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[ TECHNOLOGY ]

# A PERFECT BALANCE

Experiencing the sea without being dominated by it. **CMC** develops tailor-made integrated helm control systems and stabiliser fins, crucial elements in on-board comfort



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by Paola Bertelli

Let's take a close look at a piece of technology that, while remaining discreet and concealed, makes a crucial contribution to on-board comfort. We're talking about stabilisers. They're not new, as the first stabilisers were first introduced in the early 20th century and were then adopted by aircraft and transatlantic liners. It was some considerable time before this technology was taken up by the yachting world and bespoke solutions developed. Nowadays these systems are a must on large yachts, coupled with helm and thruster control systems.

**CMC Marine**, an Italian company that's been active since 2005 in the design, production and marketing of latest-generation naval automation equipment, began by making stabilising fins and now manufactures tailor-made integrated systems.

X-105, the new 35-metre yacht currently being built by the Holterman yard in Holland, is one of the latest projects **CMC Marine** is working on, and the yacht features a combination that reflects the yard's great technological expertise. It is to be equipped with throughout with technology developed by **CMC Marine**, including Waveless Stab stabilisers, the all-electric Directa 120 steering solution and the Argo integrated stabiliser fin and helm control unit that enables optimum sea-holding performance when running, resulting in better course stability, a much tighter wake and lower fuel consumption. The system also makes it possible to control broaching, which occurs when the yacht is travelling at the same speed as the waves, and their thrust generates an uncontrolled increase in speed that can result in a nosedive. It does this by changing course or speed automatically or alerting the skipper with an alarm signal. It also enables the yacht to maintain its exact position on the sea through a joystick that controls engines, fins, helm and thruster.

"This is an exciting project with Holterman because not only is the X-105 a stunning design but it also highlights the engineering and innovative strengths of **CMC Marine** to meet the challenges of this unique yacht", says Sam Crockford, Managing Director of **CMC Marine UK**. "The aft section of the X-105, to accommodate the retractable RIB launch/pool, is essentially a catamaran hull form with unique port and starboard engine rooms. This configuration greatly limited the space available for the stabilisers and steering gear as well as the ability to cross-connect the systems. **CMC Marine's** unique Directa 120 electrical steering solution, which eliminates all of the complex hydraulics, was a perfect fit". [www.cmc.com](http://www.cmc.com)

Marine automation involving thrusters, fins and steering systems is what **CMC Marine** is all about. The rendering at the top shows the X-105 under construction at the Holterman yard. It will feature a set of four stabiliser fins, the all-electric Directa 120 steering solution and the Argo integrated helm and stabiliser fin control system



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[ CHASE BOAT ]

The MCY 66 is 20 metres long and 5.20 metres wide. Powered by two 1,200 hp Man V8 engines it has a cruising speed of 26 knots and a top speed of 30 knots. The aerial image highlights the dimensions of the exterior lounges on the sundeck and forward