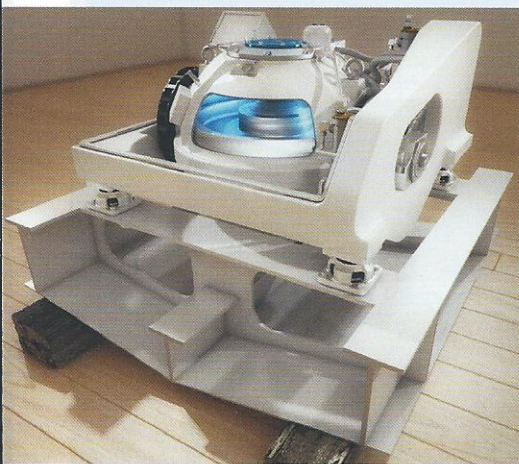


A revolutionary Nano-technology-based



One of VEEM's new stabilising gyros, which was launched to market in 2012

VEEM Ltd

From modest beginnings dating back to 1968 as a small machine shop specialising in the repair and balancing of drive shafts and other rotating equipment, VEEM has grown to become a manufacturer of equipment for the aerospace, marine, oil and gas industries.

Today the company in Canning Vale, Australia covers some 10,500m², and has this year signed a memorandum of understanding with Italian marine equipment distributor Saim Group to also build the foundations for a central European VEEM Gyro sales agency.

In 2012, the company introduced its new range of gyro stabilisers specifically designed for superyachts, after an extensive and rigorous five year development period. Currently VEEM is in production of the VEEM Gyro 40, while its three other product models are scheduled to enter production during 2013.

Prior to the acquisition of the core gyro technology and patents in late 2011, the company had been looking for around five or six years for a complementary marine product which could utilise its manufacturing capacity effectively in Canning Vale and found that in gyro stabilisers, there was some new technology coming into the marketplace which could be taken further within its in-house capabilities. VEEM

Paul Steinmann
of VEEM

gyro product manager Paul Steinmann explains, "VEEM maintains a full time dedicated small group of engineers and naval architects whose primary task is the continual development of new product features and new products."

Since acquiring the VEEM gyro stabiliser technology, the products have been thoroughly reviewed and optimised to make the best use of the company's manufacturing capabilities and are now even lighter, quieter and more powerful than before, virtually eliminating rolling motion.

With as yet no proven installations onboard a superyacht, VEEM is determined to build upon its previous expertise to engage superyacht yards in the future. "VEEM has strong relationships with a number of shipyards through existing sales of propellers, shaftlines, brackets and couplings," said Steinmann. "However, we are now beginning to build relationships with a broader range of shipyards with a focus on superyacht yards. We believe that there is no shortcut to this process and that we must sit down with each yard to gain a mutual understanding of what the yard values and needs in order to prosper as well as what we can provide in support of that. This process has only recently begun and we see it as a primary focus for the next couple of years."

www.VEEMgyro.com

Wesmar

Founded in 1965, Wesmar has built up quite a reputation for its marine sonar systems for commercial fishing and defence applications. In the 1980s it drew upon its extensive marine experience and developed technology that took them into the yachting market to provide electronic gyro powered roll fin stabilisers and counter-rotating dual propeller bowthrusters. In fact, Wesmar was one of the first companies, if not the first, to incorporate an electronic gyro in vessel stabilisation.

Up until recently though, the company hadn't been reaching the superyacht market. That all changed in late 2011 when the mechanical division of Wesmar introduced its new 50ft² stabiliser fin, the company's largest offering to date, designed specifically for superyachts. For vessels up to 76m (250ft) in length, the technology features a high-speed triple-axis gyro system that uses a digital processor and proprietary programming to combine multiple-system capabilities to ensure stabilisation. Cary Jones, president of Wesmar's mechanical division explains, "Wesmar's proprietary gyro delivers information about roll velocity,

acceleration and the vessel's unique roll characteristics, by digital link, to Wesmar's closed proportional hydraulic system. The system then instantly reacts to stabilise the vessel."

This new range, along with all of Wesmar's products, is manufactured at its 25,000m² facility near Seattle, where the company maintains an engineering design lab, prototype and test facilities and a complete automated manufacturing department. From this facility Wesmar products are exported throughout the world, where they are supported by over 350 trained technical personnel. The company recognises that location is definitely a benefit. "Talent has always been available to Wesmar because of its location in a technology rich area surrounded by emerging technology companies, many spawned by such local giants as Boeing, Microsoft and Amazon," said Jones. www.wesmar.com

Mitsubishi

The technology developed by Mitsubishi Heavy Industries (MHI) to create its Anti-Rolling Gyro (ARG) was originally designed 30 years ago to control the position of space satellites. During the R&D phase, MHI performed extensive testing using active dampening systems, vacuum systems and gas chambers. MHI says it is constantly investing its resources to further the improvement of its current models and development of new products.

Currently the ARG system has been installed in vessels ranging from 10.7m to 47m (35ft-155ft), although the largest vessel featuring the ARG system is a 47m commercial passenger yacht of 260gt. The company has plans to supply larger yachts and is at present in negotiation with two large yacht builders, although it was unable to reveal which. The roll call of shipyards currently using Mitsubishi's ARG system includes CRN, Custom Line and Ferretti. www.antirollinggyro.com

DMS Holland

Arnold van Aken and Patrick Noor, both experts in the field of motion control on board yachts, are stirring up curiosity by revealing that they will be bringing two groundbreaking roll damping systems to the market. Expected to be unveiled in time for this year's METS, the company told SB the technology had patents pending and promised a "different approach". www.antiroll.com