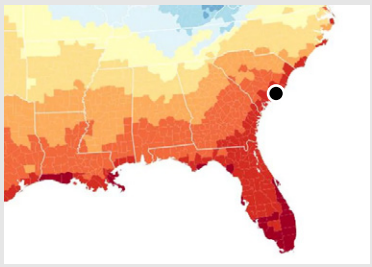
Abstract

The GAT Group routinely conducts field tests on various hull types and materials as an ongoing effort to measure (in situ), the performance of the Hull Shield ultrasonic anti-fouling line of products. Test results are used to ensure, and improve, the effectiveness of the technology and product line.

The Absolute 50 Fly featured in these results belongs to a customer who has had the Hull Shield system for over a year. The boat, which has been docked in Charleston, South Carolina is a mono-hull with 49′ of length,14′ 6″ of beam, and 3′ 10″ of draft. The Hull Shield systems were installed in the spring of 2021. The boat received no additional bottom cleaning maintenance during the testing period.

Charleston, SC

The study is being conducted in Charleston, South Carolina, a corner of the South East that receives a high level of sun light along with warm waters and ocean temperatures. Marine fouling is exceptionally vigorous in this area due to dense marsh estuaries and larger tidal cycles.



Average Sunlight Intensity (Source: NASA)

The Test Boat

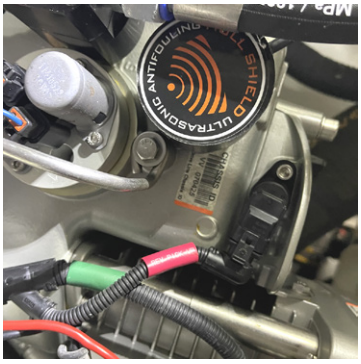
Absolute 50 Fly

The Absolute 50 Flybridge features an excellent balance of size and functionality. Dynamic and innovative, this yacht captivates the senses through elegant color combinations, fine materials, and exquisite finishing touches.

Above: The test boat.

Report Log - Installation *March 13, 2021*

On March 13, 2021 Hull Shield Ultrasonic systems were installed on the Absolute 50 Fly at the test location in Charleston, South Carolina. A single HS100 4-transducer system was installed to provide anti-fouling protection for the hull. The two pod drivers were protected with a single transducer per-drive, powered by a DS50 Drive Shield anti-fouling system.



Report Log - Haul-Out & Inspection *March 22, 2022*

After 53 weeks in the water with no bottom cleaning maintenance, the Absolute 50 Fly had no signs of increased drag, loss of top-end speed, or inefficient operation. On March 22, 2022, the boat was hauled for routine scheduled maintenance which revealed that the hull and drives were very clean, having very little soft fouling and absolutely no hard fouling or barnacles.