

## **A Benigntech Group Project**

# ***Speed Tech 3000*** ***UNDER RESEARCH AND DEVELOPMENT***

### **DESCRIPTION:**

A benign liquid assisted mechanical injection system installed into Steel, Aluminum or Fiberglass Marine Hulls e.g.; Aircraft Carriers, Frigates, Commercial shipping, Racing Yachts, Small Craft and Windsurfers, reducing friction/drag to allow the vessel to achieve greater speed or decrease fuel consumption.

### **BENEFITS:**

1. Prevents Pollution by rapidly decreasing engine revs and exhaust fumes.
2. Less maintenance.
3. Greater speed of up to 40% when called upon.
4. This new age technology can be easily transported and assembled.
5. Most components for installation are readily available world wide.
6. Bulk fuel tank storage effecting power weight ratio can be minimized.
7. Savings on fuel reduction of up to 40%.
8. Range or distance traveled is increased up to 40%.
9. Preliminary tests have shown;
  - A) A reduction in weed and barnacle growth.
  - B) A Better performance when added to Anti-fowling  
*(Currently under Research and Development)*
  - C) A 3.34 meter fiber glass test rig "**Solution**" with 18 HP outboard designed for 28 knots *(System switched off-Two way Average speed test run 26.8 knots) Via-Satellite navigation.*
  - D) **SpeedTech 3000** system switched on together with satellite navigation, "**Solution**" reached 37 knots under peak revs and considered too dangerous to proceed with increased speed.
  - E) On the return comfortable run sitting on 23 knots at very low revs with system on, controlled steering was experience by switching on/off Port and Starboard activation switches.

Further testing on a 12.7 and 20 meter Fishing boat together with an Ocean Container ship is next for the R&D project.

### **COMPETITORS:**

Air directed under hull, caused by agitation in the ocean;  
Difficult to determine & inconstant.

High salt content in water;  
*Very little increase.*

Hull design, propeller design, Quarts nozzle;  
*Variable and minor success in comparison.*

2.

**TEFLON COATING;**

*Very expensive due to application and maintenance costs, greatest known success is 2.25% (China 1998).*

**MORE POWERFUL MOTORS;**

Higher fuel consumption and more pollution.

**WINGED KEEL ON AUSTRALIA 11**

Onboard computers witnessed 14.2% increase when under sail.

**TESTING AND ARCHIVES:**

Over 200 tests have been conducted from float tank-small and large scale, Wind, wave and artificial stream-tide-tunnel, surfboard, large craft tests in river and ocean, racing yacht involving marine architects, universities, engineers and scientists, all commenting that drag has been eliminated and all tests resulted in a variation of between 14.27% up to 42% greater speed, regardless, up to 37% fuel saving has been experience to this stage.

**PERFORMANCE;** *Accuracy and variation to specific craft would be subject to further testing.*

*The following "SpeedTech 3000" fluid consumption forecasts are based on percentage figures taken and recorded from a wide range of test performed over the past 25 years.*

**Aircraft Carrier:**                      *50 Litres per Hour*

**Commercial Shipping:**            *35 Litres per Hour*

**20 Meter Racing Yacht:**          *3 to 4 Litres per Hour*

**Small to medium Craft:**          *1 to 3 Litres per Hour*

**Windsurfers and Surfboards:**    *To dangerous*

*Benigntech Group                      Making the impossible - possible*

DESIGNS – APPLICATIONS – SYSTEMS \* EARTH - AIR - FIRE - WATER TECHNOLOGIES