

MAYER

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January 27, 2026

Mr. Don Stabbert  
Captain, M/V Starr  
2284 West Commodore Way  
Suite 100  
Seattle, WA 98199  
[captain@mvstarr.com](mailto:captain@mvstarr.com)

**VIA Email**

Re: Cease and Desist Use of Humphree Stabilizers Trademark

Dear Mr. Stabbert:

This law firm represents Volvo Penta of the Americas, LLC, (“Volvo Penta”), a leading manufacturer of high-quality boat products, including its well-known product, **Humphree Stabilizers**. Volvo Penta is the exclusive owner of all rights, title, and interest in and to the trademark **Humphree Stabilizers** (hereinafter, the “Trademark”), which is federally registered and enjoys substantial goodwill and public recognition throughout the United States.

It has come to Volvo Penta’s attention that you have registered and are operating the website located at [www.humphreestabilizers.com](http://www.humphreestabilizers.com) (the “Misleading Website”), which prominently features the Trademark Humphree Stabilizers. Your Misleading Website contains your reviews and feedback about Volvo Penta's product, but is designed in a manner that falsely suggests it is an official or authorized page of Volvo Penta, thereby misleading consumers.

The Misleading Website is confusing in many respects for consumers. The first example is the very website name that should be confusing to consumers: Volvo Penta’s page is [www.humphree.com](http://www.humphree.com), and the Misleading Website is [www.humphreestabilizers.com](http://www.humphreestabilizers.com). The Misleading Website’s name simply adds the product that Humphree sells – stabilizers – to Humphree. Further, the very first line on Volvo Penta’s page is “Humphree Stabilizing Fins”, and The Misleading Website very first line is “Humphree Fin Stabilizers.”



Volvo Penta's Webpage Header.<sup>1</sup>

## **Humphree Fin Stabilizers: Clunking Noises and Seawater Leaks**



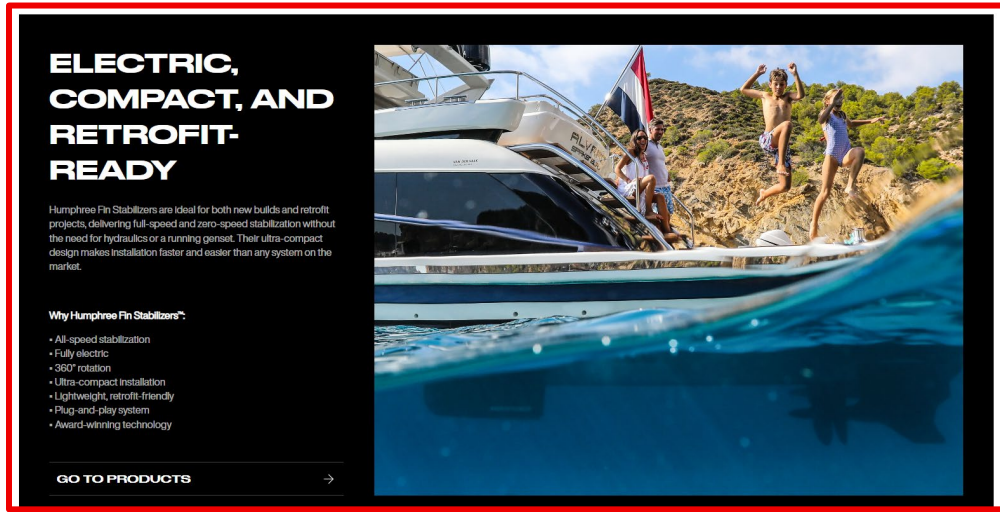
The Misleading Website.<sup>2</sup>

Volvo Penta's page then utilizes pictures of Volvo Penta's products and their intended uses and features; The Website utilizes pictures of Volvo Penta's products and your complaints about them.

*[Rest of page intentionally left blank.]*

<sup>1</sup> Screenshot Captured on December 19, 2025. See Exhibit A.

<sup>2</sup> Screenshot Captured on December 19, 2025. See Exhibit B.




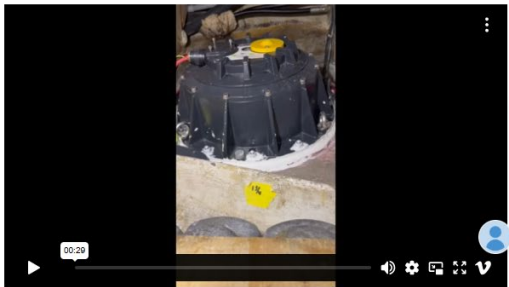
Volvo Penta's Website.<sup>3</sup>

In 2023, we installed Humphree Fin Stabilizers on Starr, our 77' Northern Marine trawler.

Starr is now in Japan and has completed over 9,200 nautical miles with Humphree fins that have been banging and are now leaking and pumping water into the boat.

### Problem #1: Banging Noises

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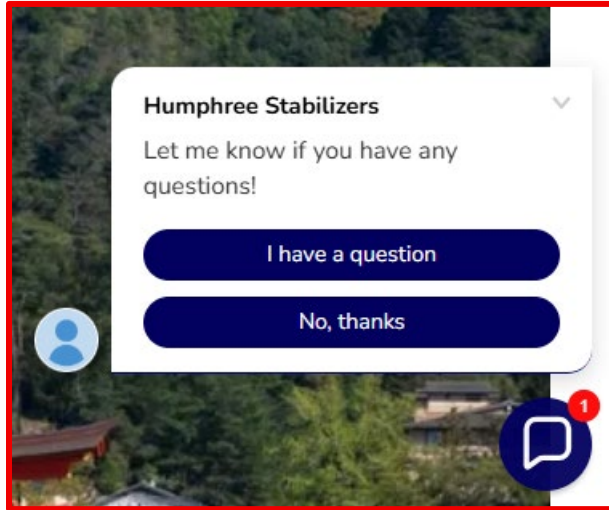
Humphree's Promise	Our Experience
	
Humphree promised "ultra-quiet" and "ultra-silent" electric actuation.	At Anchor, our Humphree stabilizers are the opposite of ultra-quiet.

The Misleading Website.<sup>4</sup>

<sup>3</sup> Screenshot Captured on December 19, 2025. See Exhibit A.

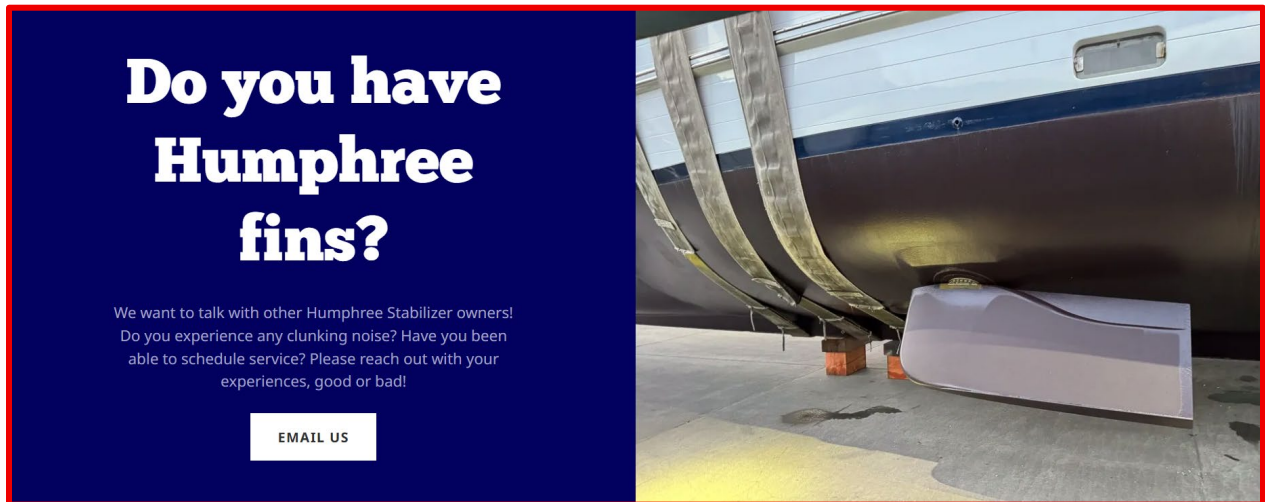
<sup>4</sup> Screenshot Captured on December 19, 2025. See Exhibit B.

The Misleading Website even has prompts similar to many commercial pages that sell products to consumers:



The Misleading Website.<sup>5</sup>

Noticeably, this “prompt for assistance” does not indicate that this is a website *reviewing* Humphree Stabilizers. Instead, it appears as if the actual company Humphree is being directed the questions that users of the website submit.



The Misleading Website.<sup>6</sup>


<sup>5</sup> Screenshot Captured on December 19, 2025. See Exhibit B.

<sup>6</sup> Screenshot Captured on December 19, 2025. See Exhibit B.

Finally, the Misleading Website’s “Contact Us” Section makes it appear that users are interacting with Humphree – or at the very least, an organization affiliated with Humphree – not a customer with concerns about his individual Humphree Stabilizer Fins.


**Contact Us**

Drop us a line!

Name 

Email\*

Message


 Attach Files Attachments (0)

**SEND**

This site is protected by reCAPTCHA and the Google Privacy Policy and Terms of Service apply.

**Subscribe**

Get 10% off your first purchase when you sign up for our newsletter!

Email 

**SIGN UP**

Copyright © 2025 Humphree Stabilizers Owners Group - All Rights Reserved.

The Misleading Website.<sup>7</sup>

<sup>7</sup> Screenshot Captured on December 19, 2025. See Exhibit B.

For the foregoing reasons, any consumer visiting the Misleading Website is likely to have difficulty determining that this is not an official or authorized page of Volvo Penta. While you certainly have a First Amendment right to voice your concerns about the Volvo Penta's products, your actions constitute multiple violations of federal law, including:

**1. Cybersquatting (Anticybersquatting Consumer Protection Act, 15 U.S.C. § 1125(d)):**

Your registration and use of the domain name, [www.humphreestabilizers.com](http://www.humphreestabilizers.com), is confusingly similar to Volvo Penta's Trademark, with the intent to harm Volvo Penta's goodwill, constitutes cybersquatting.

**(d) Cyberpiracy prevention**

**(1)(A)** *A person shall be liable in a civil action by the owner of a mark, including a personal name which is protected as a mark under this section, if, without regard to the goods or services of the parties, that person--*

**(i)** has a bad faith intent to profit from that mark, including a personal name which is protected as a mark under this section; and

**(ii)** registers, traffics in, or uses a domain name that--

**(I)** *in the case of a mark that is distinctive at the time of registration of the domain name, is identical or confusingly similar to that mark;*

**(II)** *in the case of a famous mark that is famous at the time of registration of the domain name, is identical or confusingly similar to or dilutive of that mark . . . .*

15 U.S.C.A. § 1125 (emphasis added).

Cybersquatting “occurs when a person other than the trademark holder registers the domain name of a well known trademark and then attempts to profit from this by either ransoming the domain name back to the trademark holder or by using the domain name to divert business from the trademark holder to the domain name holder.” *DaimlerChrysler v. The Net Inc.*, 388 F.3d 201, 204 (6th Cir. 2004). “Courts generally have held that a domain name that incorporates a trademark is confusingly similar to that mark if consumers might think that [the domain name] is used, approved, or permitted by the mark holder.” *Id.* at 205–206.

The ACPA provides remedies against those who register, traffic in, or use a domain name with a “bad-faith intent to profit” from a protected mark. Your deliberate decision to create a website using Volvo Penta's Trademark in the domain name, designed to appear official but containing negative reviews, strongly indicates an intent to cause confusion and disrupt Volvo Penta's business, which falls under the criteria for bad-faith intent outlined in 15 U.S.C. § 1125(d)(1)(B)(i). Further, your attempts to obtain a settlement from Volvo Penta related to your claimed issues with the Humphree Stabilizers would further constitute a “bad-faith intent to profit” from the creating of the Misleading Website.

Like a violation of the Lanham Act, the ACPA also provides for significant statutory damages that can be assessed against defendants:

**d) Statutory damages for violation of section 1125(d)(1):** In a case involving a violation of section 1125(d)(1) of this title, the plaintiff may elect, at any time before final judgment is rendered by the trial court, to recover, instead of actual damages and profits, an award of statutory damages in the amount of not less than \$1,000 and not more than \$100,000 per domain name, as the court considers just.

15 U.S.C.A. § 1117.

**2. Trademark Infringement and False Designation of Origin under the Lanham Act (15 U.S.C. §§ 1114(1) and 1125(a)):**

Volvo Penta possesses enforceable trademark rights in the Trademark. Your use of the Trademark in your domain name and on your Website, coupled with the site's design that mimics an official company page, creates a clear "likelihood of confusion" among consumers regarding the source, sponsorship, or affiliation of your Misleading Website with Volvo Penta. Consumers are likely to mistakenly believe that your Misleading Website is an official platform of Volvo Penta or is endorsed by Volvo Penta.

Under the Lanham Act:

**(1) Any person who shall, without the consent of the registrant--**

**(a) use in commerce any reproduction, counterfeit, copy, or colorable imitation of a registered mark** in connection with the sale, offering for sale, distribution, or advertising of any goods or services on *or in connection with which such use is likely to cause confusion, or to cause mistake, or to deceive*; or

15 U.S.C.A. § 1114 (emphasis added).

As established in cases such as *E.T. Browne Drug Co. v. Cococare Prods.*, 538 F.3d 185, 191 (3d Cir.2008), proving trademark infringement requires demonstrating "(1) the mark is valid and legally protectable, (2) [the plaintiff] owns the mark, and (3) the defendant's use of the mark is likely to create confusion concerning the origin of goods or services." *Id.* Humphree Stabilizers Trademark is valid and owned by Volvo Penta. For the reasons discussed above, Misleading Website's presentation, appearing as an official page of while featuring negative content, creates a strong likelihood of confusion or mistake by users, which is actionable under 15 U.S.C. § 1125, as confirmed in cases like *Doctor's Associates, Inc. v. Subway.SY LLC*, 733 F. Supp. 2d 1083, 1087 (D. Minn. 2010).

Importantly, Volvo Penta may elect statutory damages for violation of the Lanham Act rather than having to prove actual damages. *Id.* Statutory damages are not only "restitution of profit and reparation for injury, but are also in the nature of a penalty, designed to discourage wrongful

conduct.” *Cass County Music Co. v. C.H.L.R., Inc.*, 88 F.3d 635, 643 (8th Cir.1996) (internal quotations omitted).

### 3. Copyright Infringement:

Volvo Penta owns copyrights in the images, text, design elements, and overall trade dress of its official website and marketing materials. Any copying or adaptation of these elements on your Website, which leads to your site appearing authentic, constitutes copyright infringement. Volvo Penta will seek statutory damages for such infringement.

Volvo Penta demands that you immediately cease and desist from all infringing activities. Specifically, you must:

1. Immediately **disable** the Website at [www.humphrestabilizers.com](http://www.humphrestabilizers.com).
2. Immediately and irrevocably **transfer** the domain name [www.humphrestabilizers.com](http://www.humphrestabilizers.com) to Volvo Penta.
3. Immediately **remove and cease all use** of Volvo Penta’s Trademark, copyrighted content, design elements, and any other intellectual property belonging to Volvo Penta from any website, social media, or other platform under your control.
4. Provide written **certification**, within **fourteen (14) days** of the date of this letter, that you have complied with all of the above demands. This certification must include proof of the domain name transfer and removal of all infringing materials.

Please be advised that Volvo Penta takes the protection of its intellectual property rights very seriously. If you fail to comply with these demands within **fourteen (14) days** of the date of this letter, Volvo Penta will be left with no alternative but to pursue all available legal remedies without further notice. These remedies include, but are not limited to:

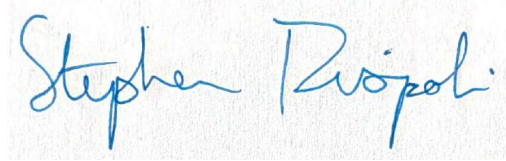
- **Statutory Damages for Trademark Infringement:** For willful violations, such damages can be trebled under 15 U.S.C. § 1117(b).
- **Statutory Damages for Cybersquatting:** Under 15 U.S.C. § 1117(d), statutory damages can range from not less than \$1,000 and not more than \$100,000 per domain name.
- **Statutory Damages for Copyright Infringement:** Volvo Penta will seek the maximum statutory damages available under copyright law for any unauthorized use of its copyrighted materials.
- **Injunctive Relief:** A court order prohibiting further infringement.
- **Recovery of Volvo Penta's Attorneys' Fees and Costs:** As per 15 U.S.C. § 1117(a), in “exceptional cases” involving egregious conduct, Volvo Penta is entitled to recover its reasonable attorney fees and costs incurred in enforcing its rights.

Your prompt compliance will eliminate the need for costly litigation. This letter is not intended to be a full recitation of the facts or claims, nor is it a waiver of any rights or remedies available to Volvo Penta, all of which are expressly reserved.

We urge you to take this matter seriously and consult with an attorney to understand the full implications of your actions.

Sincerely,

**MAYER LLP**

A handwritten signature in blue ink that reads "Stephen Rispoli". The signature is written in a cursive style and is centered within a rectangular area.

---

By: Stephen L. Rispoli

# Exhibit A

HOME LEISURE PROFESSIONAL ABOUT CONTACT

# HUMPHREE STABILIZING FINS SOLUTIONS FOR BOATS

Discover next-generation boat fin solutions for superior stabilization.

## THE SHARPEST FINS FOR THE FINEST CUT

Humphree's advanced electric fin stabilizers provide all-speed stabilization for yachts, commercial craft, and government vessels. Operating on 24V DC with no need for a running genset, these fins deliver precision control, unmatched comfort, and maximum efficiency.

From ultra-quiet electric actuation to 360° anchor-hold capability, Humphree Fin Stabilizers are engineered for superior stability and ease of installation. Combine them with Humphree Interceptors for total stabilization of roll, pitch, and yaw.

### 360° ANCHOR HOLD

Fins rotate 180° at anchor

### EASY SERVICE & RETROFIT

### TRUSTED WORLDWIDE

- Installed on thousands of

- Holds bow into wind
- Eliminates anchor walk
- Improves comfort and safety at rest

- 310mm depth from outer hull
- Solid, cut-to-fit upper edge
- Underwater fin replacement
- No AC power or hydraulic pumps needed
- Install in one week with qualified installers

- vessels
- Military, commercial, and private use
- Made in Sweden
- Remote diagnostics via WiFi
- Supported globally by 45+ dealer networks





## ELECTRIC, COMPACT, AND RETROFIT-READY

Humphree Fin Stabilizers are ideal for both new builds and retrofit projects, delivering full-speed and zero-speed stabilization without the need for hydraulics or a running genset. Their ultra-compact design makes installation faster and easier than any system on the market.

### Why Humphree Fin Stabilizers™:

- All-speed stabilization
- Fully electric
- 360° rotation
- Ultra-compact installation
- Lightweight, retrofit-friendly
- Plug-and-play system
- Award-winning technology

**GO TO PRODUCTS**

## **ALL-SPEED STABILIZATION**

Smooths your ride from zero-speed anchoring to top speed underway.

## **FULLY ELECTRIC & NO HYDRAULICS**

24V DC operation—no genset or messy hydraulic systems required.

## **ULTRA- COMPACT DESIGN**

Slim 310mm depth and cut-to-fit flexibility for easy installation.



## **TECH HIGHLIGHTS**

- Zero-speed and underway stabilization
- 360° fin rotation for anchor mode and enhanced control
- Underwater replaceable fins via flange mount
- Solid upper edge design
- Fully electric operation
- Auto List, Coordinated Turn
- Remote diagnostics via WiFi
- Global support in 45+ countries

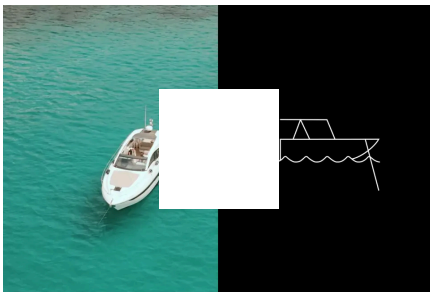
## THE COMPLETE PRODUCT LINEUP

Discover fast-reacting Interceptors, revolutionary 360° rotating fins, and precision-engineered fixed fins.

[GO TO PRODUCTS](#)

## THE FUTURE OF SUPERIOR YACHTING

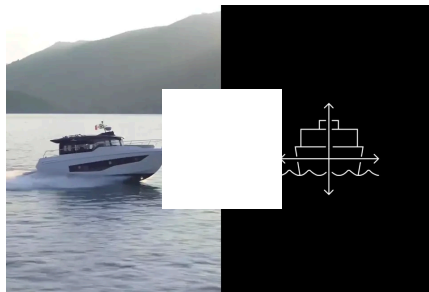
Discover Humphree features that elevate your experience at sea.



ZERO SPEED  
STABILIZATION

**COMFORT  
AT REST**

Stabilizes your vessel  
even when stationary.  
Eliminates roll and



TOTAL  
STABILIZATION™

**CONTROL  
AT EVERY  
SPEED**

Combines fins and  
interceptors in one

anchor walk at zero speed. Enhances onboard comfort and safety at anchor.

seamless system. Controls roll, pitch, and yaw across all speeds. Delivers unmatched stability, comfort, and confidence.

## GET IN TOUCH

Ready to experience Humphree?

**HUMPHREE**

**DEALER**

Solutions

Leisure

Professional

Lightning

Total Stabilization™

Products

Interceptors

Fins

Humphree

About

Dealer login

Customer center

Sea Trials

Testimonials

[Contact](#)

[Legal](#)

[Privacy Policy](#)

[Quality & Environmental](#)

[Open Source](#)

[Portal - Terms & Conditions](#)

[Portal - Privacy Policy](#)

[Credits for content](#)

[Sea trial report guide](#)

Humphree

Grimboåsen 16

417 05 Gothenburg

SWEDEN

[humphree@humphree.com](mailto:humphree@humphree.com)

# Exhibit B

## Humphree Stabilizers

# Humphree Fin Stabilizers: Clunking Noises and Seawater Leaks



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**ACCEPT**

Starr is now in Japan and has completed over 9,200 nautical miles with Humphree fins that have been banging and are now leaking and pumping water into the boat.

## Problem #1: Banging Noises

### Humphree's Promise



Humphree promised "ultra-quiet" and "ultra-silent" electric actuation.

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00:29

At Anchor, our Humphree stabilizers are the opposite of ultra-quiet. Several times each night, they bang so loudly that they wake us from sleep. Guests have wondered if the boat hit something. The video clip above gives some sense of the banging. Humphree factory representatives "fixed" the banging once, but it returned a week later.

## **Problem #2: Seal Failure, Water Intrusion**

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### Humphree's Promise

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<b>Task</b>	<b>Leisure use</b>	<b>Commercial use</b>
Inspect the shaft seal indication hose	Regularly	Regularly
Visual inspection and cleaning	Annually	Annually
Visual inspection of magnesium anode	Annually	Annually
Replace fin bolts and anodes	Every 2 years	Every 2 years or 3000 operating hours
Replace shaft seal kit	Every 4 years	Every 4 years or 3000 operating hours
Replace magnesium anode	Every 4 years	Every 4 years

Humphree promised a 4-year service interval on the main shaft seals.

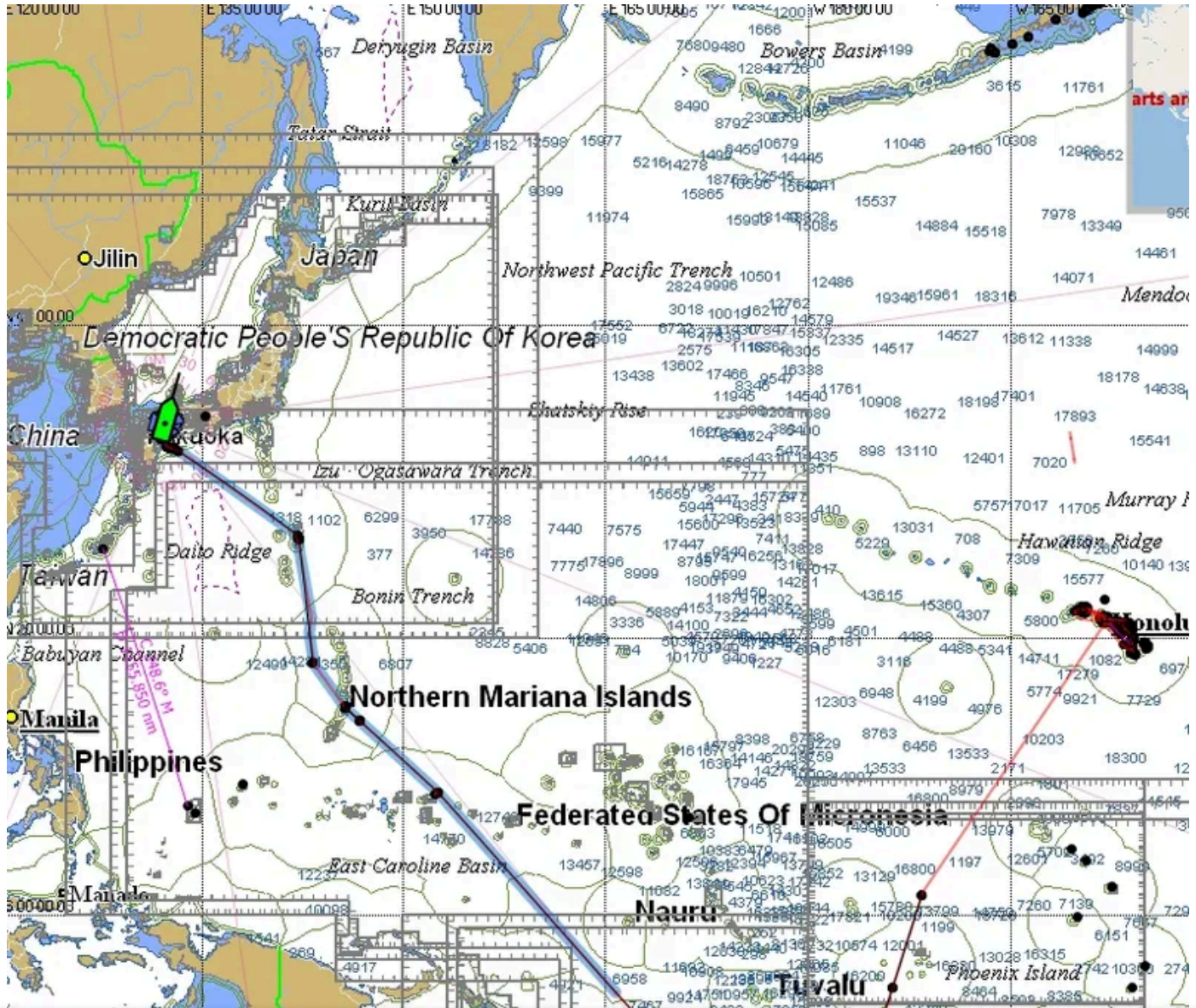
## Our Experience

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# The Noise Gets Worse



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From Day 1, the Humphree Stabilizer's clunked when going into at-rest, bow-anchor mode.

But as we used the boat, the clunking became more severe and more frequent. At anchor in Hawaii--admittedly difficult conditions--we were woken up several times each night by the banging noise. During the day, guests wondered what happened when the clunking occurred. It seemed like "sloppiness" in the gears or motor might be the cause, and we asked Humphree for help.

Humphree was initially responsive. They claimed they had other boats with similar problems. At one point they suggested a missing shim may be the cause. Other times they thought it was a software problem. After seven months of begging, they sent a crew to Hawaii to perform a fix.

For a few days, things were better. But the clunking quickly returned and is worse than ever. Humphree seems unwilling or unable to fix it.

Making matters worse, Humphree doesn't have dealers that are empowered to work on the system, and they don't provide owners with any resources for troubleshooting or repairing systems while cruising.

## **Timeline of Humphree Experience, Problems, and Attempted Resolutions**

### **October 2023 – Installation and First Uses**

- After installation, Starr sails from Seattle to Hawaii.
- Infrequent banging, but loud clunk when "at-rest, bow-anchor" mode is engaged

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## 01/24/25 – Delayed Repair

- After seven months of delays, Humphree replaced internal components and upgraded firmware.

## 01/30/25 – Relaunch

- Robert (Supervisor), Esmir (Inventor/Engineer), and Dario (Sales) install new servo parts and software.
- Calm-water trial looks normal; problem declared fixed.

## 02/16/25 – Major Failure

- On sea trial to Pokai Bay 2 weeks after Humphree declared everything (Perfect) in flat water, fins Bang and the boat shudders; head unit goes dark.
- At anchor, loud bangs hourly in zero-speed mode.
- Around midnight, fins shut down (no vessel power loss).
- New RCU, cables, head unit requested.

## 02/25/25 – Documentation Sent

- The crew sends an email with a written report, video, and audio of more banging.

## 02/27–28/25 – Remote Adjustments

- Robert remotes in twice, changes firmware settings without explanation.
- Sea trials show little improvement.

## 03/01/25 – Fins Fail / Replacements Sent

- Morning: fins fail to activate underway. Esmir remotes in, changes settings, no explanation.

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## 03/03/25 – Threshold Change

- Engineers find “activation zone” set to zero.
- Raising threshold reduces clunks but slows fin response.

## 03/08/25 – Head Unit Error

- Display shows -88° trim, 20° angle.
- Humphree suspects internal tampering within the Humphree organization via an open server within their company where all the boats with Humphree units sit on.
- System reset and reprogrammed remotely.

## 03/14/25 – Dock Incident

- Fins activate in standby while tied in slip.
- Shut down immediately. Reported, but not acknowledged.

## 03/20/25 – Pre-Fiji Trial

- Fins so dampened they respond sluggishly, with little stabilizing effect.
- Crew requests adjustments for passage.

## 03/23–04/01/25 – Fiji Passage

- Fins perform well throughout crossing.

## 07/02/25 – Ongoing Banging

- Email reports banging persists, even in calm waters.
- Crew asks Humphree to program backup RCU and considers seismograph testing.

## 07/04/25 – Humphree Reply

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- With these two pieces of equipment we are collecting verifiable visual data of the banging and shuddering of the fins.
- We are now 2 years in from when the initial problem was reported to Humphree, we are on a 4000nm trip from Fiji to Japan. The root problem has not been resolved and we suspect at this point that Humphree doesn't know what the problem is or how to fix it.

## **Main Shaft Seal Failure**

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Our midship bilge alarm started going off sporadically, and after some searching (and the usual water-tasting test), we confirmed the water was salt. We traced it back to the port servo, where we found the vent tube for the outer lip seal was consistently pouring water out especially while under pressure when the fin was moving. So, it's pretty clear that the shaft seals have failed.

[Link for video of water coming out of vent tube.](#)

We then packed grease into the Zerk fitting that's designed for this purpose (it should be said that this was never mentioned to us, after some searching we did find a small excerpt not under troubleshooting but after the service and warranty pages and even then to replace or work on the seals it only makes reference to the "Workshop Manual", something we don't have but we would certainly like to have.) The zerk proceeded to take three full tubes of marine grease before it finally started coming out the vent tube.

Now our concern is whether water has made it into the main servo casing itself, possibly contaminating the planetary gears or the servo motor. If anyone has suggestions on how to check for water ingress in the main housing, we'd appreciate it.

This is a frustrating situation, especially considering we've done slightly over 9,000 miles in less than a year since Robert and Esmir completely replaced the inner workings (Planetary gears and motor) of the servos. Having to replace seals this often seems completely unreasonable for a system that's supposed to be ocean-capable.

In regard to customer service, when we hauled the boat out before departing, we were told the system had an original manufacturing error, but we still paid the full bill of \$6,340 for the haul-out. We were onboard watching and working on the boat daily during the repair, and based on what we saw, we strongly suspect that the external seals were never actually change, maybe because someone decided it wasn't necessary. But given the current failure, if that was the decision, it seems extremely short-sighted.

We're sharing this to connect with others and ask: Are we the only ones experiencing this kind of early failure, or is this a broader manufacturing issue with Humphree systems? We'd especially like to hear from operators of 100+ ton vessels who've put offshore miles and

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**ACCEPT**

00:17

## **Poor Support and Serviceability**

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## Inadequate Support

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**ACCEPT**

# About Us

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## Our History

We have been cruising Starr, our 77' Northern Marine trawler since 2000, accumulating more than 100,000nm under the keel. In 2023, we removed the Naiad stabilizers and replaced them with Humphree stabilizers. The primary objective was quiet, generator-free stabilization-at-rest.

**LEARN MORE ABOUT STARR, DON, AND SHARRY**

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**ACCEPT**

# Do you have Humphree fins?

We want to talk with other Humphree Stabilizer owners! Do you experience any clunking noise? Have you been able to schedule service? Please reach out with your experiences, good or bad!

**EMAIL US**

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**ACCEPT**

## Drop us a line!

Name 

Email\*

Message 

 [Attach Files](#)

Attachments (0)

**SEND**

This site is protected by reCAPTCHA and the Google [Privacy Policy](#) and [Terms of Service](#) apply.

## Humphree Stabilizers Owners Group

2284 West Commodore Way suite 100, Seattle, WA, USA

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**ACCEPT**

Get 10% off your first purchase when you sign up for our newsletter 

**SIGN UP**

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