

MarineBusiness

A Yaffa Marine Group Publication

www.marinebusiness.com.au | December 2018

PICK OF THE YEAR

As we weigh anchor on 2018, local marine industry people nominate their highlights of the year and what they're most looking forward to in 2019. Page 14.



Pontoons are powering up



Following the lead set by the US, the local pontoon market is experiencing a new wave of fast, luxury models. **P 26**

It's Kraken good fun



Two young charter boat operators are bringing a fresh energy to Sydney Harbour cruises. **P 28**

Boating is going places



Creating new destinations for boaters to visit is a key part of growing the industry, writes Darren Vaux. **P 32**

YEAR IN REVIEW

Getting a grip with a better pick

AUSTRALIAN MANUFACTURER Anchor Right has built a loyal following of customers over more than 20 years of anchor designs with many plaudits from boaters at home and abroad. The company is a regular exhibitor at local boat shows, including SCIBS and Sydney in 2018, where it caters primarily to the recreational market.

Anchor Right's expertise extends well beyond its popular small boat anchors, however, and this year it manufactured its largest anchors to date, two 220kg Super Sarca anchors for use on a dredger operated by Kingston District Council in South Australia.

Matt Murdock from the council contacted Rex Francis at Anchor Right to see if he could help solve an anchor dragging problem with the council's new Damen CSD350 dredger. Anchoring dredgers can be very difficult as they typically anchor in substrates which are too mobile and loosely compacted.

"After some research it became obvious that we needed Sarca anchors, and they had to be big ones," said Murdock. "With sound advice from Rex, two number 18 Super Sarca anchors were purchased. At 220kgs each, they are easily handled and give fantastic holding power. Operating in open water at 70 tons, the dredge takes some holding. The number 18 Super Sarca anchors have proven themselves admirably."

Not only was Anchor Right able to solve the problem with immediate effect, the supplied Super Sarca anchor weighs 30kg less than the anchor it replaced, a testament to its proven design.



Rex Francis, the inventor of the Super Sarca anchor (left) with his son, Brendon, factory manager at Anchor Right and developer of the large Super Sarca and Excel anchors.

Constellation shines in water making



LOCAL MANUFACTURER Stella Systems is known for its range of popular watermakers of which its top model is the Stella Constellation 380.

"The holy grail of DC 12V watermakers is to make as much water as you can for the smallest amount of power and we believe that we have achieved this with the Stella Constellation 380," said David Tanner, Stella System general manager.

"It makes 60 litres per hour at 15amps 12V DC and that makes it arguably the most energy efficient watermaker on the planet – and it's made

right here in Queensland."

The watermaker comes complete and ready to install, and is fully automatic with a remote panel. RRP is \$13,950 inc GST.

This year, Stella Systems took its complete watermaker range to show at the METSTRIDE exhibition in Amsterdam as well as displaying its just-released Stella Air Conditioner and Stella Diesel heater range.

The Stella Constellation 380 makes 60 litres of fresh water per hour at 15amps 12V DC.

It's all about AIS

THIS YEAR saw the growing availability of AIS (Automatic Identification System) technology in recreational boating as the technology becomes cheaper and easier to use. Systems that were once solely for commercial use are increasingly becoming suitable for recreational users, offering an additional safety and situational awareness tool for boaters.

Leading this change is local distributor All Sat Communications which offers a variety of AIS packages through UK-based manufacturers, Digital Yacht and Ocean Signal, the latter of which has released details of two new transponders it is bringing to market, the ATA100 Class A transponder for commercial vessels and the ATB1 Class B unit for recreational boaters.

A feature of the ATB1 Class B device, which will be available locally early next year, is that it uses SOTDMA (Self-Organising Time Division Multiple Access) technology rather than the standard CSTDMA (Carrier Sense TDMA) used in Class B units. This means the ATB1 sends AIS transmissions every five seconds instead of the CSTDMA two transmissions per minute, enhancing the user's ability to be seen by other vessels in busy waters and avoid collision day or night whatever the conditions.

The ATB1 also has a higher 5W output power, compared to the standard 2W, which

allows the transmissions to reach further. With 99 acquisition channels and 33 tracking channels, the internal multi-GPS receiver continuously updates vessel information, including position, speed, course and heading, for accurate global positioning.

Other vessel information such as identity, call sign, type and dimensions, and MMSI can be uploaded to the ATB1 via the Ocean Signal app or website to be stored for automatic transmission. The ATB1 also receives and interprets AIS messages from other AIS-equipped vessels within range, which can then be relayed to other navigation devices such as chart plotters, laptops or mobiles using the ATB1's NMEA 0183, NMEA 2000, USB or wi-fi outputs.



The Ocean Signal ATB1 Class B AIS transponder has a faster reporting rate and higher output compared to other Class B transponders.