

OffShore Marine

TECHNOLOGY

navigator

Offshore Marine Technology

ABN: 94 099 025 555

Unit 10, 34-36 Ralph Street
Alexandria NSW 2015 Australia

T: +61 2 8338 8070

F: +61 2 8338 8652

www.boatparts.com.au

Offshore Motor Yachts – PRESS RELEASE for Immediate Use

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Crossing the Tasman by Boat is not so hard when you're in an Offshore 62' Pilothouse.

Crossing the Tasman is known as one of the longest non stop crossings in the world, after the Pacific and Atlantic oceans. Once you have left New Zealand, you don't stop until you hit Lord Howe Island or if further south, until you meet up with the Australian mainland – some 1300 nautical miles away. This trip is exactly how the Offshore 62, known as Alaska III was brought over to Australia to be sold at the 2005 Sanctuary Cove Boat Show.

Tasmanian Skipper, Mike Percy and his crew (Gavin Markey and Dave Gray) left Australia on 28th April to ready the vessel for the long journey ahead. They had 2 days prior to leaving Auckland to organise safety equipment, \$NZ 900 worth of food as one never knows how long they are going to be out to sea, pick up 4500 litres of fuel (enough to get the Offshore 62' to Lord Howe Island) and pass New Zealand Cat 1 Certification which is necessary to pass the vessel through customs and safety regulations. (this includes additional electrical equipment, safety gear, storm boards for all windows and servicing of all motors)

An extended, and often hazardous, ocean voyage such as this requires not only an experienced Captain and crew, but also the help of technology such as weather forecast systems, radar, computer navigation and auto pilot. The Offshore 62' was fitted out with all of this equipment which made for a relatively pleasant and uneventful 6 day crossing.

The journey from Auckland towards Lord Howe Island was working out just as the Captain had intended. After the second full day of cruising, fuel consumption was on plan at 30 lts per hour. The Offshore 62' had travelled 368nm using ,1380ltrs. With 411nm to run to Lord Howe the fuel usage was right on target.

Every second night we would check in with Roger "Clouds" Badham for weather up dates. Badham has a PhD in meteorology and has been involved in many America's Cups, Whitbreads (now Volvo), Admiral's Cups, Olympic Games and countless regattas around the world. He is a private meteorologist who is highly respected in the industry. Additionally, we would report into Russell radio with our position and provide local weather conditions, Des would then give us the weather for tomorrow. The use of a Satellite Telephone which gives additional contact with home, helps to remove the anxiety of being so far off-shore.

The crew were delighted when, at 0600 on the fourth day of cruising, they spotted the Balls Pyramid and Lord Howe Island beckoning them towards a safe harbour. Arriving at high tide, and with a crew member very experienced with sailing into Lord Howe, they negotiated the reef and docked safely at the jetty. But it wasn't a long reprieve; they had time only to refuel, clear Australian Customs and have a walk on dry land and one luxurious 'proper' coffee, before the tide





was up again and it was time to leave the tranquil lagoon behind for the final open ocean stretch to Southport, Queensland, Australia.

The first leg of the journey was spent at an average speed of 8.7kts with favourable currents and no head wind. Wind speeds varied between 10 and 20 with a 2 to 4 metre swell. The crew prayed that the final run into Southport would be just as pleasant.

And it certainly was pleasant. The forecast of 15-25 all the way was spot on, with the strongest wind off the Australian coast. After just over 14 hours of cruising, Alaska III arrived at the Sea Way entrance and tied up at Marina Mirage without incident. The total journey of 1,300 nms took 149 hours at an average speed of 7.3kts.

With proper planning, preparations and modern technology, particularly with regards to weather forecasting, long ocean trips such as this crossing are easily made.

"The Offshore 62' was a pleasure to deliver from Auckland to Southport. I rarely have the luxury of sailing a boat that performs as well as Alaska III. It had all the right equipment to make our lives safe and easy during the six day crossing. We even had the chance to enjoy some DVD's on the laptop during our watches. Delivering this boat was not a tough job".

Alaska III was featured at the 2005 Sanctuary Cove Boatshow and was sold the week after the show in May to a client who we met at the Show.

Specifications are as follows –

MODEL	Offshore 62'
Style	Pilothouse
Hull number	62-025
Launched	1999
Hull length	62' 6"
Overall length	64' 6"
Beam	16' 10"
Draft	5' 4"
Weight dry	30 T
Fuel capacity	3800 L
Water capacity	1500 L
Engines	MAN
Horse power	2 x 600
Hours	840
Max speed	20 kts
Cruise speed	14 - 16 kts





Salon	
Settee	8 seat U
	6 seat stbd
Table	Fixed up
Floor covering	carpet
TV	
Video/DVD	
Stereo	Sony
Wine cooler	
Alarm system	

Galley	
Referigerator	Kelvinator
Freezer	Kelvinator
Cook Top	Ceran
Oven	Miele
Microwave	GE
Compactor	Broan
Garborator	yes
Cutlery	8 setting
Crockery	8 setting
Cooking equipment	yes

Pilothouse	
Radar	Furuno 48nm
Sounder	Furuno fishfinder
Auto Pilot	Ray ST7000
Chain counter	
27 Meg	
VHF	Icom
HF	Icom
Plotter	Nobletec
GPS	Furuno
Log	Ray
Wind	Ray
Digital Depth Sounder	Ray
EPIRB	GME
Telephone	Analoge



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Compass	Y
Helm seat	Navigator (1)
Lounge	6 seat
Table	Up/down
Refrigeration	Kelvinator
Ice maker	U Line

Flybridge/Boat deck	
Depth	Furuno
Auto pilot	Repeater
Compass	Y
Controls	Electronic
Spot light	Y
Helm seat	Eezy (1)
Refrigerator	
Sink	Y
Bimini	
Clears	
Covers	Y
Dodger	
Crane	Davco
Dingy	Aquapro 2.1 + 2hp

Cockpit	
Teak cap	Y
Teak deck	Y
Boarding platform	Built in
3rd station	Y
Refrigeration	
Awning	extended boat deck

Accommodation	
Cabins	3
Doubles	2
Bunks	2
Ensuits	2
TV / video	





Laundry	
Washer	Y
Dryer	Y

Mechanical	
Air conditioning	
Generator	8Kva
Water maker	
Bow thruster	
Stabilisers	
Windlass	Maxwell
Anchor	Plow
Chain	70m x 1/2"
Oil change system	Y

Safety	
Fire fighting	Fireboy
Life raft	6 man
Life jackets	12 coastal
Flares	Coastal
V sheet	Y

About Offshore Motor Yachts:

When Aussie engineer Keith Hills sold his successful business it didn't take him long to get bored. A long time boatie, he decided to immerse himself in the task of finding something really special for the family's times afloat. That's when he came face-to-face with the Offshore range for the first time.

Hills recalls being impressed with the style, design, finish and value the Offshore boats offered. "There was only one problem. Offshore didn't have an importer in Australia. Well, I had to find something to do, and the more I looked into it, the better the idea became! Why not spend my working life doing something I love?"

According to Keith Hills, there are significant advantages in dealing with a manufacturer of Offshore's size. "We're able to have specific input to adapt the boats to Australian conditions. The American design team is very open to suggestions and prepared to act on them. Offshore is large enough to tap the latest technological thinking, and small enough to be flexible in its approach."

Keith Hills commented that the US design expertise is complemented by the quality and cost efficiency of the Taiwanese boat builders. "It really is the best of both worlds," he said.



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He added, "There are other benefits that make the boats easier to live with too. For example, all Australian delivered boats are fitted with locally available appliances, so service is never a drama."

We currently have on order one 72' Pilothouse boat due for completion in mid 2006 and one 64' Pilothouse, arriving in March 2006. We also have numerous interest in additional models due to the Sanctuary Cove and Sydney Boat shows.

During 2005, we have sold and delivered the following;

1 x 62' Pilothouse (Alaska III) to a new owner located in Brisbane

1 x 50' Pilothouse (Mac's Pride) to a new owner located on the Gold Coast

1 x 48' Pilothouse (Wanderlust) to a new owner located in Sydney

For further information, please contact Keith Hills on 02-8338 8070 or go to www.offshoryachts.com.au and www.boatparts.com.au for information on Offshore Marine Technology.

