

June 2019



Media	Context	Link
Boat Gold Coast Magazine (AU)	Wireless Remote in Great Products for Boating	Print
Boating Business E-News (EU)	Dockmate Integrates with Vetus Thrusters	NA
Boating Business Online	Dockmate Integrates with Vetus Thrusters	Link
Marine Business World Online	Dockmate on Longreef 60 SX	Link
Marine Electronics Journal E-News	Wireless Remote Docking in Tested	NA
Power and Motoryacht Magazine	Next-Gen Wireless Remote in Docking Magic – Table of Contents and Article	Print
Powerboat World Online	Dockmate on Longreef 60 SX	Link
Powerboat World Online	Wireless Remote in The Fish Market	Link
Sail World Online	Dockmate on Longreef 60 SX	Link
Soundings Magazine	Next-Gen Remote in Beyond the Basics	Print
Sport Fishing Magazine	Next-Gen Wireless Docking System in New Products	Print
The Fishing Website Online (AU)	Dockmate Integrated with Ultraflex Interface	Link

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DOCKMATE WIRELESS REMOTES

Complete control of your vessel, all from the palm of your hand. Manoeuvre your boat with ease and accuracy from anywhere on board with control of your engines, bow and stern thrusters, anchor winch and horn. The Dockmate TWIST Joystick is fully proportional and provides even greater control and responsiveness, with the option for speed control. Also compatible with POD drive systems, including the dynamic positioning function. With European design and manufacture and a three year factory warranty, every Dockmate system is unique and customised to the individual vessel. The hand held controller provides the exact feeling and response time as your helm controls to make using the Dockmate remote even easier. With 88 bit encoding, Dockmate is highly secure and reliable. Operating on two-way frequency hopping spread spectrum with FM modulation on the 433MHz band for uninterrupted communication and superior range. Make manoeuvring your vessel a flawless operation with a Dockmate wireless remote. www.dockmate.com.au



MERCANE ELECTRIC SCOOTER

The new Mercane Scooter is high quality Korean design product. It is available in rear wheel drive or dual drive option with torsion suspension capable of light off road use. A great option for boating and RV transport when you need to get to town or just explore. The Mercane is the ultimate electric kick-scooter with wide wheels, 100mm ultra wide tires, portable folding design, and a cruise mode for driving. To test drive and order call John at 0418 760 399. www.jetsskiparts.com.au



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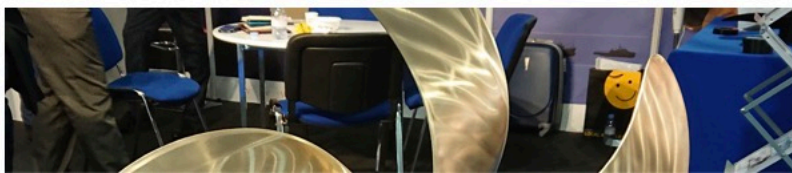
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DOCKMATE INTEGRATES WITH VETUS THRUSTERS



**TEIGNBRIDGE LAUNCHES
MODULAR PROPELLER**

DOCKMATE INTEGRATES WITH VETUS THRUSTERS

HOME >> NEWS >> BOATBUILDING >> ENGINES & PROPULSION >> DOCKMATE INTEGRATES WITH VETUS THRUSTERS

20 Jun 2019

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Dockmate, manufacturer of advanced wireless remote controls for yachts, has expanded its relationship with VETUS, now integrating with the complete range of the company's thruster range.

Dockmate's wireless remote-control system allows boaters to remain in complete control of the boat's movement while away from the helm, where visibility is often very limited.

"The Dockmate team truly understands the benefits of thruster technology and has designed a solution to increase confidence and enhance peace of mind for boaters," said Chris Deboy, vice president of sales and marketing, VETUS. "We are confident that our customers will greatly enjoy the benefits Dockmate's intuitive wireless control add to the simplicity of low-speed manoeuvring and docking."

Brian Sheehan, Dockmate spokesperson, added: "Our close technology partnership has allowed us to achieve deep product integration and offer VETUS customers a unique, fully-customisable product that relieves the stress of manoeuvring in tight quarters and singlehanded docking."



INDUSTRY DATABASE

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Leading global supplier of marine deck hardware, Barton Marine, announces its impressive product lin... [READ MORE](#)

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MS Amlin Yacht release Episode 3 of '80 Seconds with Sir Robin Knox-Johnston' on 22nd May [READ](#)

Longreef 60 SX Review and Video – What is boating to you?



by John Curnow, Editor, Powerboat-World.com 26 Jun 01:06 PDT

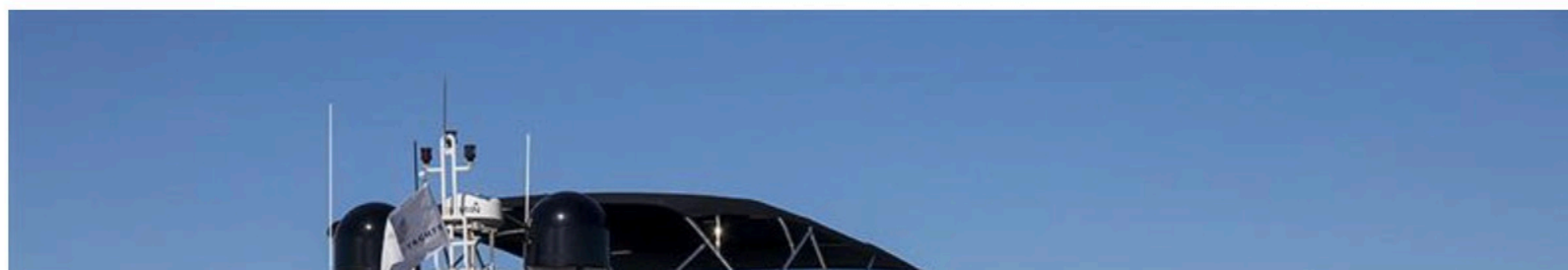


Elegant lines of the Longreef 60 SX are great stationery and underway © John Curnow

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Is it about being designed to be easy to operate, and maintain over time? Do you know why you would make it solid, and also offer an almost art deco feel with rounded forms and dark, matt walnut timber trims? Given that this was an era that lent itself very much towards entertainment, would you describe yourself as such? Are you an outdoors kind of person, who likes to have air in their hair, and the space to just kick back?

Answered yes to most of that? Well this is a brand, and a boat that you need to investigate. And if you have particular requirements, then being pretty much totally customisable inside its basic form, should leave you with exactly what you need to have hours upon hours of the best kind of boating you can not only hope for, but achieve.





Room with a view all right. Flying bridge is the place to be on the Longreef 60 SX - photo © John Curnow

"The problems become harder to find, so our boats have come back to normal. It is all straight forward, don't need a degree to start it or drive it. We have switches, not menus, and it is about being easy. You want to get on board, get out, relax and enjoy your boat. You don't want to stress about where this or that is, or have to bring the 10-year-old along to master it all for you."

"Phones deal with most of the tech now. Take the example where your car's navigation is not used as much as the phone. Same sort of thing here. It is pointless putting all this tech in for \$300-400k more money and then not use it. We have cruise control, Dockmate, Garmin GPS, radar, all the basics you need to navigate up and down the coast, and that is it."



June 2019 Newsletter

The Marine Electronics Newsletter is brought to you by the National Marine Electronics Association (NMEA) and its official magazine, the Marine Electronics Journal. The newsletter covers the fast-developing field of marine electronics for boat owners and features the experts of the NMEA.

Email us at newsletter@marineelectronicsjournal.com

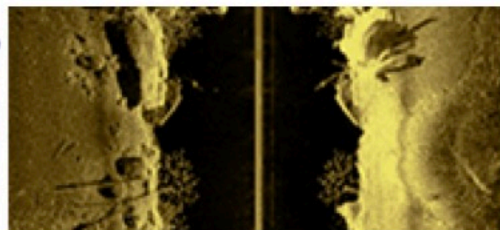
New from the *Marine Electronics Journal*

Outfitting a New England fishing boat

Commercial fishing boats work for a living, and so the emphasis is on tried-and-tested electronics that are installed in locations that help the captain do his or her job rather than where they may look good. That doesn't mean a barebones helm, though. The top photo shows the view forward aboard a New Bedford scalloper while the middle photo looks over the aft working deck. Both stations are well equipped with electronic displays and manual controls.

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Boat rolling a problem?

Maximizing stability at sea has both practical and comfort benefits: it's safer and more pleasant for everyone onboard, whether they're hauling in fishing nets, patrolling heavy seas or drinking champagne on a luxury yacht.

[Read more](#)



Fusion Apollo and Signature Series, a boatload of audio goodness

Navico's Information Display Improves Your Helm

Anti-Drone Tech for Yachts

Wave WiFi MBR, a Swiss Army knife of a boat router

This Spotlight's Beam Reaches More than 1,600 Feet

Raymarine Element: Next gen chartplotters promise life-like clarity

Electronic visual distress signals: Sirius Signal (Weems & Plath) versus Orion, plus a new option

KVH's TracPhone LTE-1

Tested: Dockmate Wireless Remote Docking



KVH

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and expanded
coverage**

**Introducing the
TracPhone® HTS-series**

Learn More

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By Ben Stein

The author can tend lines on the bow—and control the engines and thrusters—while his wife works the stern lines.

ELECTRONICS

Dock Magic

Our electronics editor didn't think he needed a Dockmate wireless remote—until he did.

Many times I've wished I could step away from *Have Another Day's* helm and control the engines from a better vantage point, or from where I want to handle a line. Enter Dockmate, a device that lets you control your boat remotely.

Dockmate started distributing in the U.S. in 2018, but the company began selling systems worldwide in 2012. Several thousand have been installed to date. Their latest model is capable of controlling two engines, one or two windlasses, a bow and stern thruster and a horn. The package includes a receiver under the helm, which is connected to each of the items being controlled, and a wireless remote.

This system has an array of options for integrating with engines, thrusters and windlasses to make the installation as simple and flexible as possible. On *Have Another Day* it controls my Volvo Penta QL bow and stern thrusters, twin Volvo Penta D12-EDC engines, horn and Maxwell 3500 windlass. According to the manufacturer, a five-function (two engines, thruster, anchor and horn) system with a twin remote will typically cost about \$7,500 installed. A six-function (two engines, two thrusters, anchor and horn) with a twist remote connected to CAN bus-controlled engines will run about \$12,500, but there is a litany of equipment-specific options that can influence pricing. It's best to get a quote from a Dockmate installer.

Dockmate is designed to interface with electronically controlled engines. If you have mechanical engines with cable or hydraulic actuation of throttle and shift, Dockmate will refer you to Glendinning for a compatible mechanical-to-electronic retro-

fit. It also offers a transmission interface box to directly control transmission shift solenoids, thus bypassing proprietary engine control systems.

The receiver is a 9-inch-square box that mounts out of sight near one of the helms so that it can be connected to the various systems it will control. It contains a series of interface boards or relays to control each function. Critical ones like thruster and engine commands have double relays, both of which must close to engage the function. This safety mechanism avoids a stuck relay resulting in unintended actuation of an engine or thruster.

In the event of any failure, out-of-range condition, dead batteries or other unexpected events, the system will return to neutral and the engine controls at the helm will be active. Either 12- or 24-volt power can be supplied to the receiver from two separate sources for further redundancy. The receiver has a series of LEDs on top of the enclosure that light up when a function is activated.

Dockmate offers two styles of remotes, one with membrane push buttons available for either single or twin engine installs—called the Dockmate Single and Dockmate Twin—or the Twist, which is a joystick-style remote for twin-engine and pod-driven boats. The Twist provides joystick control of the boat, so for example pushing forward and starboard will result in the boat moving in that direction while a twist of the remote's stick will result in the boat twisting as well. All remotes are waterproof and float, though Dockmate also includes a neck lanyard to help you keep the remote from going overboard.

The Twist remotes have rechargeable batteries that are juiced up using a wireless charging pad; the Single and Twin remotes



The small Dockmate receiver mounts out of sight at the helm.

use alkaline batteries. The pad uses the Qi wireless charging standard, so I was pleased to find I could swap chargers with the Raymarine Ray90 wireless handset as well as charge a Samsung Galaxy phone. The receiver and remote link wirelessly over an FM spread spectrum link utilizing five different 433mhz frequency channels at the same time to avoid interference, and in my testing that worked well.

Immediately after installation I walked the remote down the dock and tested the range using the horn. In a marina surrounded by homes and full of boats, I found range to be in excess of 300 feet, and in regular use I've never had a single control input fail to transmit and execute the command. Incidentally, if the remote does get out of range, it will beep when a button is pressed and the link light will blink to indicate a failure (something I only experienced when I walked hundreds of feet down the dock).

Navigating your boat by remote control is a different experience than being at the helm. The Dockmate installer advised that it's best not to turn your body 180 degrees because it's difficult for your brain to handle the mismatch between the direction you push and the direction the boat moves. I'm not always good at listening to directions, so one of the first times I used the remote I found myself looking off the stern wanting to move away from the dock. I pushed the joystick away from the dock and of course—since I and the remote were facing the wrong way—the boat headed right for the dock.

I've had the system on board *Have Another Day* for a couple of months and have had the opportunity to use it while departing a slip, docking, anchoring and weighing anchor. We travel a lot and have worked out a good routine for each of these operations, so at first I wasn't sure how regularly I would use a remote. But I've found it to be a useful aid even in those circumstances where it's not an absolute must-have. When pulling out of a slip in high wind conditions, the ability to tend lines on the bow—and control



Easy to learn and operate remotes reduce the risk of fumbling.

the engines and thrusters—while my wife works lines at the stern is very helpful.

I also appreciate how I can stand at the bow while weighing anchor and carefully watch it come up while also keeping the bow in the right place. And when tightening lines it's helpful to be able to stand on the dock with the remote in hand and thrust the boat over. Finally, we could have set up the Dockmate to wirelessly control the tender crane, although mine is connected to the windlass.

I've also come to like how invisible the Dockmate installation is, with only a master power switch and the charging pad showing at the helm. I had wished for a helm display to duplicate the receiver's LEDs so that I could confirm received commands, but as I've used it more, I've gained more confidence that it will work.

A Dockmate installer can customize nearly every aspect of the system's operation. Delays can be set for each function, throttle curves changed and for Twist systems, the propulsion components used for each maneuver can be highly tuned. For instance, *Have Another Day's* torquey motors and big props mean that I can pretty easily spin the boat on differential thrust alone. So I asked that the joystick's twist motion be set up to put one engine in forward and one in reverse while not using any actual thruster power. By contrast, I visited one of Dockmate's single-engine demo boats with bow and stern thrusters where the twist motion only uses the thrusters. The range of configuration options makes me think that Dockmate can be tweaked to handle nearly any type of propulsion.

I've always looked at remotes as something that might be nice to have, but that I was okay without. But now that I've had the Dockmate installed for a few months, I don't want to give it up. I am reminded of the value nearly every time we maneuver the boat. It may be a luxury, but it sure is a helpful and confidence-inspiring one. □

Longreef 60 SX Review and Video – What is boating to you?



by John Curnow, Editor, Powerboat-World.com 26 Jun 08:06 UTC



Elegant lines of the Longreef 60 SX are great stationery and underway © John Curnow

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Is it about being designed to be easy to operate, and maintain over time? Do you know why you would make it solid, and also offer an almost art deco feel with rounded forms and dark, matt walnut timber trims? Given that this was an era that lent itself very much towards entertainment, would you describe yourself as such? Are you an outdoors kind of person, who likes to have air in their hair, and the space to just kick back?

Answered yes to most of that? Well this is a brand, and a boat that you need to investigate. And if you have particular requirements, then being pretty much totally customisable inside its basic form, should leave you with exactly what you need to have hours upon hours of the best kind of boating you can not only hope for, but achieve.

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**MARINE
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AUCTIONS**





Room with a view all right. Flying bridge is the place to be on the Longreef 60 SX - photo © John Curnow

"The problems become harder to find, so our boats have come back to normal. It is all straight forward, don't need a degree to start it or drive it. We have switches, not menus, and it is about being easy. You want to get on board, get out, relax and enjoy your boat. You don't want to stress about where this or that is, or have to bring the 10-year-old along to master it all for you."

"Phones deal with most of the tech now. Take the example where your car's navigation is not used as much as the phone. Same sort of thing here. It is pointless putting all this tech in for \$300-400k more money and then not use it. We have cruise control, Dockmate, Garmin GPS, radar, all the basics you need to navigate up and down the coast, and that is it."



The Fish Market

by John Curnow, Editor, Powerboat-World.com 3 Jul 07:00 UTC



The über-gifted Andrea Francolini shows us the massive tunas for sale at the old Tokyo Fish Market
© Andrea Francolini

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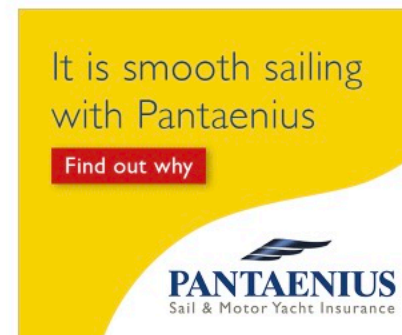
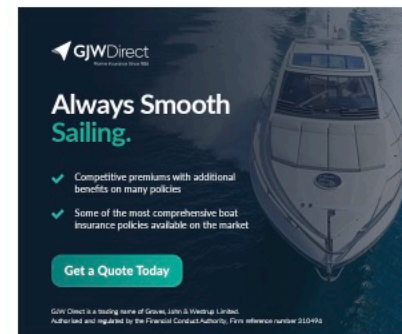
It's a place where they sell tunas, amongst other species. Funny that, given its name. Now my alternate headline was "It's all about the numbers", but what we are really talking about here is what I genuinely feel will be the next step in the ever-changing and developing outboard sector. And that is that it will become all about the tuners (Argh, argh, argh), as the output, and the numbers on the cowling will be as critical as the colour schemes, lighting, livery, and display of the nomenclature itself.

It certainly all kicked off with Seven Marine's mighty, Chev-based weapon reaching the kinds of heights that used to be the domain of V12 Lamborghini derived beasts, large block V8s from Mercury Racing, or large, cast iron ladies burning oil. Of course, [Nizpro Marine](#) showed us what could be done with some real know-how from time on the water, and the brilliant Eaton supercharger.



Terrific turn in, and the torque of the Nizpro 450s just keeps you going, with no drop in revs. - photo
© John Curnow

Yet it was the release of the very new Mercury 450hp donk for your transom that allowed us to have a big think about what it all meant. It is a supercharged version of the all-killing new 4.6l V8 series that is as sold out as ice blocks in Europe right now. Right off the blocks, Mercury's claim for the 'best power-to-weight ratio in the industry' seemed like they needed to do a little more research in the marketing department. Simply put, it cannot be, for Nizpro's unit is 22.5kg lighter already.





Dockmate remote control - photo © Jennifer McKinnon

Recently I spoke at length with our good friend, Mark Tucker, who heads up the Dockmate office in Sydney. "Sanctuary Cove was super busy for us and we're expecting the Sydney International Boat Show to be just as successful. The last two installations of Dockmate that we have done in Sydney were on 35-footers. The owners were experienced boaters who simply wanted the option of being able to park their boat and manage their lines single-handed."

Dockmate's wireless remotes are not just for big boats or newbies, can be retrofitted to your existing boat, and equally, taken with you onto your next one, as well. "I saw your review of the Longreef 60 SX, and that certainly shows just how easy it all is, especially when the breeze kicks in. You can do it all on your own, or have people to help with your lines to make it even slicker. No more racing heart for the skipper when they come back after a great day out. Best of all, because Dockmate is modular, it can be adapted to suit your changing needs, boats, or onboard systems", said Tucker.



Aquila 44 on Moreton Bay off Brisbane, during the Etchells World Championship - photo © John Curnow

Talking of the impending Sydney International Boat Show, Brent Vaughan from Mulhull Central was really keen to talk about the Aquila 44 powercat. "We are going to have Hull #80, which is already sold, on display with the aim of seeing if a particular client is keen to have one delivered in 2020, ready for the Summer."

"We have strong interest through our sister company, Charter Boat Central, to have one of these super-popular vessels to be made available for charter on Sydney Harbour. This is very similar to what already occurs in the glorious Whitsundays, but more focused on luxury day or evening private charter for four hours, with a skipper and crew, to be a floating launch venue, or part of special anniversary, wedding, birthday, or similar."





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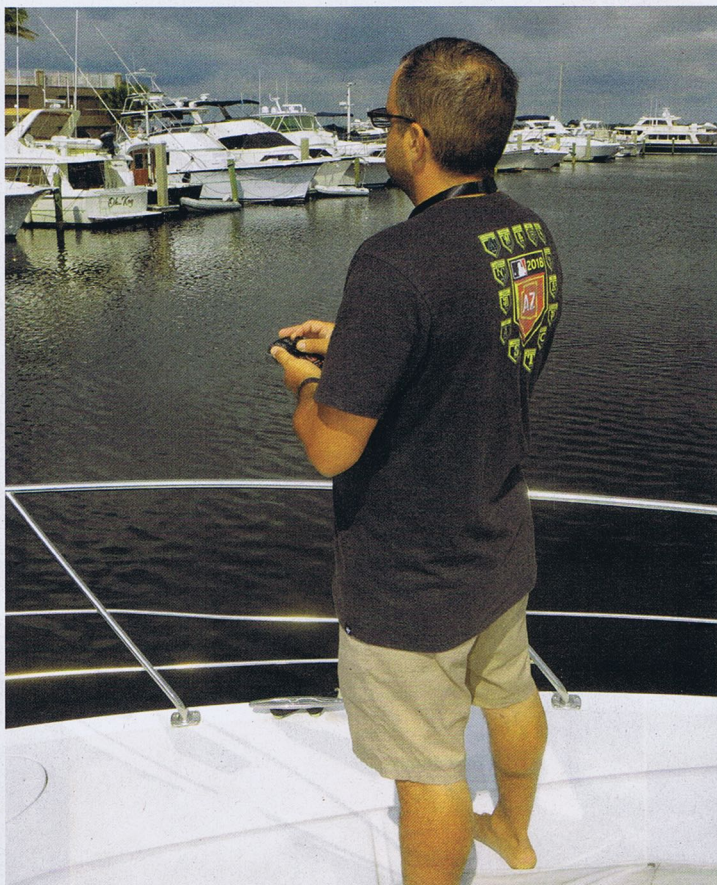


Room with a view all right. Flying bridge is the place to be on the Longreef 60 SX - photo © John Curnow

"The problems become harder to find, so our boats have come back to normal. It is all straight forward, don't need a degree to start it or drive it. We have switches, not menus, and it is about being easy. You want to get on board, get out, relax and enjoy your boat. You don't want to stress about where this or that is, or have to bring the 10-year-old along to master it all for you."

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Beyond the Basics

DOCKMATE'S WIRELESS REMOTE SYSTEM IS HELPFUL IN SURPRISING WAYS

By Ben Stein

Many times, I've wished I could step away from the helm of my boat but still control the engines from a better vantage point, or from where I wanted to handle a line. I was, therefore, eager to try Dockmate's wireless remote system.

Dockmate has installed several thousand systems worldwide since 2012, but the brand just came to the United States in 2018. Its latest system can control two engines, one or two windlasses, a bow and stern thruster and a horn. A receiver is typically installed under the helm and then connected to each item, as well as to a wireless remote.

The system is designed to interface with electronically controlled engines. On my Carver, *Have Another Day*, Dockmate controls the Volvo Penta QL bow and stern thrusters, twin Volvo Penta D12 EDC engines, horn and Maxwell 3500 windlass. The receiver is about

9-by-9 inches and mounts out of sight near one of the helms.

Critical functions such as thruster and engine commands have double relays, both of which must close to engage the function. This safety mechanism avoids a stuck relay and unintended actuation, such as thruster and engine commands. Also in the safety department: In the event of any failure, dead batteries or other unexpected event, the system is designed to return to neutral, with the engine controls at the helm active.

Dockmate offers two styles of remotes. The Twist is a joystick-style remote for twin-engine and pod-driven boats. The Dockmate Single or Dockmate Twin has membrane push buttons for single- or twin-engine installs. All the remotes are waterproof, float and include a neck lanyard.

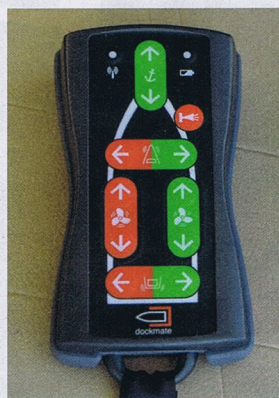
Immediately after completing the system's installation, I walked the remote down the dock and using my boat's horn found its range is in excess of 300 feet. During two months of testing, I've never had a control input fail to transmit and execute a command.

Navigating my boat by remote control took a little practice. It's best not to turn your body 180 degrees because in your brain, the angle creates a mismatch between the direction you push the remote and the direction the boat moves.

In general, while departing a slip, docking, anchoring and weighing anchor, I've found Dockmate to be a useful aid, even in circumstances where it's not an absolute must-have. When pulling out of a slip in high wind, the ability to tend lines on the bow—and control the engines and thrusters—while my wife works lines at the stern is helpful. I also appreciate how I can stand at the bow while weighing anchor and keep the bow in the right place. And when tightening lines, I can stand on the dock with the remote and thrust the boat over.

The Dockmate installation is virtually invisible, with only a master power switch and the charging pad showing at the helm. A Dockmate installer can customize nearly every aspect of the system's operation. My boat's torque motors and big props mean that I can pretty easily spin the boat on differential thrust alone, so I asked that the joystick's twist motion be set up to put one engine in forward and one in reverse while not using any actual thruster power. By contrast, a Dockmate single-engine demo boat has the twist motion use only the bow and stern thrusters.

Now that I've had the Dockmate on *Have Another Day* for a few months, I don't want to give up my loaner system. According to the manufacturer, a five-function (two engines, thruster, anchor and horn) system with a Twin remote costs about \$7,500 installed; a six-function (two engines, two thrusters, anchor and horn) setup with the Twist remote connected to CAN-bus-controlled engines runs about \$12,500. I'm reminded of the system's true value every time I maneuver my boat. **S**



Top: The author says navigating his boat by remote took some practice. Left: Dockmate remotes come with push buttons or joystick.

BY CHRIS WOODWARD



HELLA DUAL-COLOR FLOODLIGHT

Hella's **Sea Hawk-XL LED** floodlight comes in three color combinations: white/red, white/blue and white/warm white. Covered by an impact-resistant Grilamid lens, the Sea Hawk-XL delivers 750 lumens, providing a 76-degree spread that's capable of lighting up a 10-foot-wide area when mounted 6½ feet high. The durable black or white housing is made from a corrosion-resistant polymer with an IP67 waterproof rating. The floodlight measures 6.7-by-2.7-by-2.3 inches and costs \$299.

DOCKMATE WIRELESS DOCKING SYSTEM

Dockmate's next-generation **wireless docking system** allows boaters to easily operate electronically controlled engines, bow and stern thrusters, anchor winches, and horns from anywhere on board with a small handheld device. Available in four models—single, twin, twist three-axis joystick with proportional control, and twist IPS (not shown) for pod drives—Dockmate can mimic the response time and feel of various systems or be customized to a boater's preferences. Each system includes a wireless handheld transmitter and a receiver compatible with most engine and thruster brands and with 12- and 24-volt systems. A five-function Dockmate (two engines, thruster, anchor and horn) costs \$6,800.



NAUTICAL DESIGN PREMIER HELM UNIT

As large center-consoles grow in popularity, so too does the need for high-end seating, tackle storage and other amenities. Toward that purpose, **Nautical Design's** new **Premier** model comes with bench-style seating, dual and triple flip-up bolster seats with outside folding arms, a tackle-storage system with hanging lure racks, terminal-tackle trays, leader-spool holders, knife-and-plier storage, drawers and a drop-down rigging table. Options include a center cooler that slides out on an aluminum/stainless track; front-loading refrigerator or freezer; and a flip-up, aft-facing bench. Nautical Design works with builders, boat owners and dealers to customize gelcoat, upholstery and unit size. The Premier costs \$6,500.



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DockmateUltraflex interface



Dockmate, the affordable new wireless control system that enables skippers to remotely control their engines and other devices without losing any feeling or response time, can now interface directly with popular Ultraflex electronic engine controls.

The new CAN Bus interface, which directly connects the Dockmate system and Ultraflex electronic engine controls, enables complete, wireless, fingertip control over single or twin engines, gearboxes and throttle controls, bow and stern thrusters, anchor winches and even the ship's horn.

For more information, contact Lusty and Blundell on (09) 415-8303 or visit www.lusty-blundell.co.nz.

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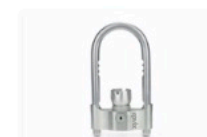
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