

## ***Read what people say about Navmaster Offshore***

### **Mr Noon**

Your system is very good! An easy to use but very comprehensive program.

### **Bill Boardman**

I must say the new program (*Navmaster Superyacht*) including the AIS has worked superbly well during the summer and been greatly appreciated when crossing the shipping lanes in the channel, especially as visibility dropped to less than a mile just as we started to cross the busiest lane.

### **Steve Rawlinson**

I have been using the software for a year and have found it to be an invaluable adjunct to paper navigation. Now I am feeling more confident with it, I may even link it to my autopilot this year!

### **Tim Norman-Walker**

I have used Navmaster both for my moorings work and for navigation for over 10 years now and believe that it is the best there is. Whilst there are cheaper programs available, none of them can match Navmaster for flexibility and as a comprehensive navigation system.

### **Paul Headland**

Just some feedback on AIS (*Navmaster Superyacht*). Fantastic is all I can say, made the upgrade easily worth the cost.

### **Stephen Cederrand**

Many thanks for what has to date proven to be a very reliable piece of navigational software. Whilst I have never had any problems with Navmaster, I have had problems with other software on the same laptop. I am no computer expert but, to me, that is a good indication of the stability of the Navmaster software. My laptop has any amount of software on it and yet Navmaster has always performed wonderfully well.

### **Malcolm Houston (Irish Underwater Council)**

I purchased the software initially for dive planning around the coast of Ireland. This year we have expanded its use by printing sections of charts to use in the Leading Diver exam which divers are taking in June (2005) to test their knowledge and skills in planning a dive. Previously charts were photocopied in black and white; with Navmaster the quality doesn't change and charts are in colour. This is a great advance in the diver testing procedure

### **Mike Stephenson**

The product works well and gives me a degree of security. I have a waterproof colour monitor fitted on the flybridge of my Fairline 43'

powerboat so I can see my position all the time. The performance when linked to the PC (which is down in the dry saloon) is superb, both day and night. The detail when steering in unknown and tricky quarters is great.

### **Peter Somers**

Last year (2004) in July I was planning a passage from Dover to Dunkirk. The trip was uneventful until we were on the starboard side of the channel approaching Dunkirk West Harbour. It was dark although the visibility was good at about 6 miles, but we were having great difficulty in picking up the green flashing lights of the starboard hand buoys. We had Navmaster on Night Palette and the waypoints in the GPS and repeated on the radar. So we were confident of where we were.

I have done a number of approaches into badly lit harbours, one of them being Eastbourne Sovereign Harbour, another Littlehampton where the lights on the shore make leading lights and entrance buoys very difficult to see. Navmaster linked to a GPS gives you the reassurance of where you are and what to expect. I shall continue to use it on my new boat.

### **Michelle McLeay**

I do have to say we love the software. We had a few initial teething problems but once overcome and the software became familiar to use, it has been fabulous. We use most of the functions, route planning & monitoring, printing passage plans, logging, anchor watch etc. It has been a great asset and we wouldn't really want to be without it.

### **Howard Shephard**

As far as the operational advantages of Navmaster go, the most important to me is the comprehensive way chartpoints are managed. The nearest system to this is Maxsea; however their waypoint management is very poor compared to Navmaster. The beauty of Navmaster is the ability to upload the database to a suitable GPS. Maxsea can do this, but only one waypoint at a time and care must be taken to ensure that the description of each waypoint is compatible with the GPS's database. This compromises the ability to maintain detailed descriptive titles in the Maxsea memory. Navmaster on the other hand allows you to create a 6 character ID independent of the chartpoint title and description. Uploading the database by ID allows the GPS to have a simple-to-read and easily recognisable list of waypoints in its memory.

There are many other features of Navmaster I like and I have now been using it for some years in Western Australia. It works very well and is extremely safe and reliable.

### **Ingolf Kaiser**

What is the best part of Navmaster for me? I think it's the combination of Admiralty chart data, real time position info and the workload reduction for a small crew. Having said that, any ARCS-compatible chart software offers this and what sets Navmaster apart is the professional level of functionality combined with relative ease of use.

### **Richard Sewell**

I have now (March 2004) used Navmaster for three seasons and am extremely pleased with it. Not only can chart alterations be done in a few minutes, instead of three days, but it is also invaluable for knowing exactly where you are at any time.

Last summer I visited South Brittany. Although I know the area very well, I have always been particularly cautious in the Anse de Benodet as my boat draws 7' 3" and there are many obstacles, not all marked. I am now happy to take short cuts there, often saving additional tacks.

One example of when it would have been so useful was at the Classic Rally in Portsmouth. We were second round the first buoy and well ahead of everyone else. Navmaster was still new to me and I hadn't thought of inputting routes for the various courses. I didn't have a navigator in my crew and didn't have time to spend long at the chart table. Consequently we over-stood by a considerable amount and were no longer in the race. Now I would know exactly what to do!

### **Brian Alexander**

I have been tremendously impressed with the almost pinpoint accuracy provided by your program in combination with ARCS charts and my GPS. Against this background you might be interested to know that when leaving Ireland a week or so ago (September 2003) I came across the only examples I have encountered to date in three seasons and over 10,000 miles, of incompatibility between actual physical surroundings and the chart. We were leaving Cork and on two occasions found ourselves the "wrong" side of a buoy. One of them was the Cork fairway buoy. The most probable explanation is that the buoys had been moved 40 or 50 metres. This novel experience serves to emphasise just how good the system is but even so, there is no substitute for the mark one eyeball! (I reported the buoy positions to UKHO who were very interested, particularly as they are having a lot of problems in that area at the moment and are in the final stages of a substantial update.)

### **Martin Perry**

You may be interested to know that the weekend before last (August 2003) I left Cherbourg in my 37' Westerly yacht Blue Chip and two miles offshore I used Navmaster to work out the tides for a passage to Bembridge Ledge buoy off the east end of the Isle of Wight.

As conditions were fair, I set the autohelm for the prescribed course and only once needed to change course during the 10 hour passage - that was right at the end to stop hitting the Bembridge Ledge buoy. Amazing!

### **Alistair Hackett, Director, The Challenge Business**

Our yachts have probably sailed nearly a million miles with Navmaster onboard. We've used Navmaster on the last two Global Challenges, in the 2002 Transat race to Boston and in the Round Britain race. We also have the system in our office for race planning. Navmaster clearly helps with the safe navigation of the yachts and also plays a very important tactical role during the event.

**Ad Hooimeijer**

Thankyou for the Navmaster program update which I received during our 10-week sailing trip. We sailed 2500 miles: along the south coast of England to Falmouth, straight to Gijon in Spain and back to Holland along the coasts of Spain, France and Belgium. All preparations for navigation were done with Navmaster and this worked very satisfactorily. Unloading the waypoints and route into our GPS was no problem and after printing the plan the navigation job was ready in a very short time.

**John Fisher, Master of Tenacious, Jubilee Sailing Trust**

Tenacious is Britain's largest seagoing sailing vessel at 700 tonnes, and we make short voyages of about one week around the coast of the British Isles and NW Europe in spring and summer, and in the Canary Islands during the winter. Working throughout the year and navigating in often tricky coastal waters with heavy traffic and big tides, we have come to rely on Navmaster.

We carry up to 40 voyage crew each trip, all of whom are either interested in navigation or just curious to see where we are and to watch our progress. The PC system is ideal for this; some are wheelchair users and not very mobile, others have visual impairment but can still get a good picture from the screen with its bright colour contrast, and all are amazed by its versatility.

At the end of each voyage, we print off a track chart for each member of the Voyage Crew to take home with them, as a true record of the voyage.

**Ian Miller, Director, Sony Information Technology Group**

Initially Navmaster was purchased as a demonstration application at the launch of the Sony VAIO notebook computers. In this regard it performed well. It quickly proved to be more than just a demonstration package however, and the system has proved invaluable on many occasions. In particular in the series of RORC Races to Cherbourg, St Malo and the Channel Isles, the ease of passage planning, position plotting and log keeping encouraged other crew members to become involved in navigation.

**Cedric Flood**

I cruise about 2000 miles each year in my Fisher 37 and the laptop is an essential part of my navigation set-up. I find that my crew very quickly adapt to Navmaster and most are soon adept at most aspects of the program. Even the least computer-literate can manage to set the autopilot to follow a route and happily monitor its progress.

Another pleasure is to sit at home during the winter and plan or fine-tune routes, and review previous passage logs. I continue to be very satisfied with Navmaster and the technical support.

**Donald MacKenzie**

I use Navmaster for family cruising around the Western Isles of Scotland on a standard laptop on my Rival 34. The laptop connects to a Garmin 128 and boat's 12v supply via a standard cigarette adapter. The laptop's

battery will ensure around three hours running should the boat supply fail, and a hand-held Garmin can connect should the 128 fail.

I have found that Navmaster significantly increases the time I have to enjoy the sailing, keep an eye on the children and reassure my wife that we're going where we're supposed to be going! We have been around Islay, Jura and Mull, as well as through some of the more tricky channels including the Corryvreckan, Sound of Barra, Sound of Harris and St. Kilda. Last year I cruised up to the Faroe Islands. In all circumstances thus far encountered, the system has worked very well indeed and I recommend it to everyone.

### **Roy Shears**

I like Navmaster as it uses Admiralty charts that I have used for years. I like the chartpoint and routeing parts of the system; I have hundreds of chartpoints around the coasts of England and France which means that a new route can be assembled very quickly.

One story worth telling is a trip from Brittany to Guernsey. It was very misty with visibility at no more than 2 miles all the way. As we approached Guernsey the visibility dropped to less than 50 yards. Using the radar and Navmaster we were able enter St Peter Port without ever seeing the coast of Guernsey until we went through the entrance of the harbour. This gave me a lot of confidence in the whole system.

### **Michael Cannan**

I chose a PC-based system for ease of use, with paper charts as backup. I use Navmaster for cruising the English Coast, Normandy and the Channel Islands. Onboard my laptop is integrated with GPS and Seatalk from my Autohelm. I find Navmaster very useful for passage planning, especially with the tidal information added. The log facility and vessel track plotting are also very useful.

### **Neil Lawley**

I decided to buy a PC based navigation system because I was almost constantly down in the cabin navigating and planning passages, and missing the real joys of sailing and holiday. I subscribe to the update scheme for Navmaster and get updates every year with new features. We were once off Sark in thick fog and didn't dare to enter the anchorage, but with Navmaster and the new accuracy of GPS we could achieve it.

### **Andy Bristow, Expedition Leader, British Army Antarctic Expedition 2001/2002**

Navmaster has been performing superbly (we have not had a single problem with it throughout our stay in the Antarctic). On many occasions it proved worth its weight in gold as poor visibility, extremely strong winds and very poor visual references which made navigation by traditional means particularly difficult. The Neumayer Channel was a perfect example. It is a narrow channel only hundreds of metres wide but very deep and surrounded by vast mountains on either side. In it, we were confronted by a 60-knot squall which reduced headway to nothing. Visibility was reduced by snow showers to nothing too; snow also

significantly degraded the radar picture. The channel was too deep for any depth information to be useful. Navmaster was the perfect tool for providing instantaneous easily-readable information that gave enormous confidence and allowed me to navigate safely through the channel - and to spend more time dodging the "John Laing" around the icebergs that flowed down the channel on the strong currents.