

Owner of new Mustang 3200 saves an initial

After many years as a blue water sailer, the owner this new Mustang 3200 cruiser also purchased an AirBerth boat lift, to protect his considerable investment.

During the course of researching his new boat, the owner spoke with Volvo Penta technicians and was alarmed to learn of the many potential problems he could face with a moored craft.

In several local marinas, inherent problems including electrolysis and aggressive hull growth created the need for regular anti-fouling and replacement of anodes. In any case, moored craft needed to be hauled out annually for cleaning and inspection, particularly of all through-hull

fittings and the complex workings within stern drive legs.

Convinced that a boat lift was the practical answer to these future problems, the owner chose on an AirBerth for his new Mustang, principally because of the unit's very robust construction.

Components arrived from AirBerth in Queensland and were assembled locally. S.A. service agent Graeme Haese, of Maurice Drent Boating Services in North Haven, then ensured that the boat lift was floated into the Mustang's berth in the Patawalonga River marina, prior to the arrival of the Mustang.

In mid-August this year the Mustang, having been commissioned off the Cruising Yacht Club, motored down to the 'Pat', through the lock



Sitting high, dry and therefore safe from electrolysis, osmosis and aggressive hull growth, this sparkling new Mustang needs no anti-fouling, annual haul-out or frequent anode replacement...

gate and along the fairway into Holdfast Quays Marina. Using bow thruster and throttles, the owner of the Mustang found manoeuvring into his AirBerth to be an easy, fuss-free exercise.

Graeme was on hand of course, to not only give his client a demonstration of how to operate the simple controls which raised the Mustang, but also to make final adjustments to the installation. These included tailoring all mooring lines and providing extra buoyancy aft, to account for when the boat had been fully fuelled and provisioned.

Within a few minutes the Mustang, with its untreated hull and pristine Duoprop stern drive legs, was sitting



Step 1 – manoeuvre into berth guided by AirBerth arms...



Step 2 – with hull moored to AirBerth, pumping begins...



Step 3 – bow rises first, then stern, boat clear in minutes...



After just one month in its marina berth, waiting for the Mustang, the AirBerth had significant encrustation – far better here than on an expensive new, high performance cruising hull...

\$2500 as AirBerth starts to pay for itself

clear of the water. In turn, each side of the hull was sprayed with fresh water and both engines were flushed.

Some basic calculations by the owner showed that his expectations, that the AirBerth would virtually pay for itself in around seven years, were not unrealistic.

Already 'ahead' by over \$2,500, courtesy of not having to anti-foul the hull, the owner added \$400 per year, because none of the boat's four anodes would need replacing and in very round figures, another \$1500 to be saved on an annual haul-out.

With the Mustang sitting proud in its mooring, it became clear that a ladder would be required for easy, safe access. The owner solved this problem for less than \$100.

AirBerth at that time was developing additional accessories, such as boarding

ladders, plus a storage container for both the unit's blower and blower box.

This particular installation joined a growing number of AirBerths in South Australia and hundreds more nationwide. Clearly, the message of benefits to be derived from boat lift systems is getting across.

These benefits, apart from hull and fittings protection with savings so accrued, include ease of exit and entry from the berth as well as 'launch and retrieval', plus the sheer durability and long service life of these strong, tough and very robust units.

Re-sale values of both boat and AirBerth are yet further reasons why this mooring system continues to win clients.

For further information on the AirBerth system, contact Graeme Haese on 8248 5600 or go to www.airberth.com.



Fully clear of the water, the Mustang's gleaming, un-treated hull receives a wash-down from spray rails on both sides of the AirBerth - hose is then used to flush both Volvo Penta engines...



Side view of AirBerth - elegant styling, hull-capture arms, twin big floatation chambers which work just like submarines...



Front view of AirBerth - Graeme attaches air hoses, run by twin jacuzzi pumps, which plug into berth's shore-power...

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