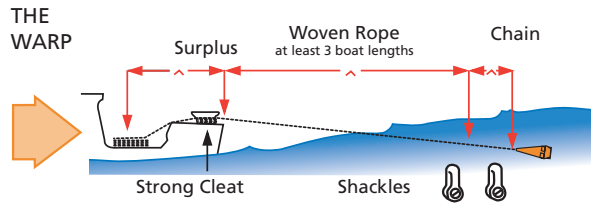
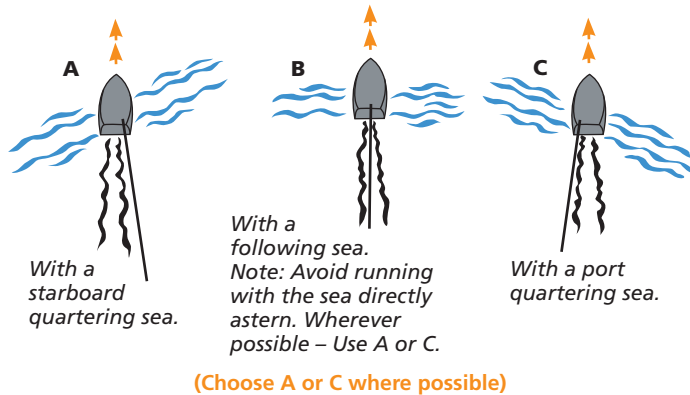


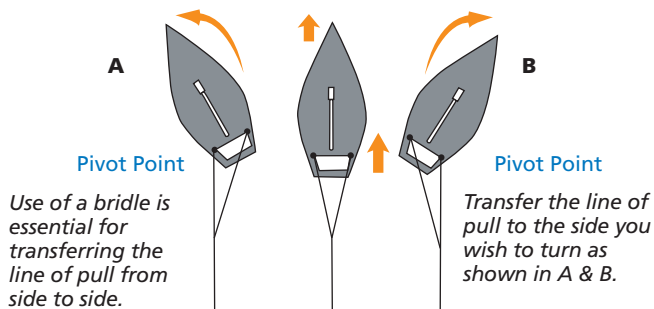
PRINCIPLE & APPLICATIONS



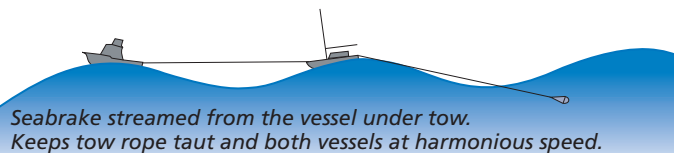
How to Rig



For Emergency Steering



For Vessels Under Tow



TESTIMONIALS

"It is a very valuable asset to our Squad's operations".
Mr L. F. Lister, Secretary – Mackay Air Sea Rescue Squad

"Nothing beats Seabrake".
Captain George Mansfield, Boat US Tow Boat one, Jupiter, Florida USA

"Would have no hesitation in recommending it for the general use of the boating public".
A. Musolino, Commodore the Australian Volunteer Coast Guard

"I now know 'Seabrake' is one of the greatest safety devices ever invented, every small ship should carry a 'Seabrake'. I base this information from my own experience on a trip across the Great Australian Bight, and 40 years as a professional seaman in Bass Strait".
Brian F. Newman, 40 years as a Commercial Fisherman in Bass Strait

"We were able to use the Seabrake to steer the vessel some 30-40 miles to a harbour entrance after the rudder snapped off, preventing a potentially dangerous situation arising and allowing us to reach port safely with confidence".
Mr Declan J. Mansfield, The "John Galt" 1988 London-Sydney, Bicentennial Tall Ships Race

"Even under a bare mast in severe following gales the yacht will occasionally race down the face of a breaking wave and broach, but your Seabrake is the magic answer to that".
Jonathan W. Sanders, O.B.E. Triple circumnavigation of the world, non-stop

"With our Seabrake out life was suddenly very pleasant. I think that without it we would have lost the boat. Without a doubt, any multi-hull sailor who has aspirations of sailing in those conditions and who has not got one of these devices on board is 'crazy'".
Sir Peter Blake, "Steinlager 1" Winner of the Bicentennial Round Australia Race, Winner of the Whitbread Round The World Race, Winner of the Americas Cup



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USED BY U.S. COAST GUARD
CG CUTTER 1325 –
CG Motor Life Boat 44350

REVOLUTIONARY WORLD FIRST

For Power and Sail



For Comfort and Safety



Putting brakes on boats since 1983

BusinessACT
ACT GOVERNMENT

Proudly supported by Business ACT

INTRODUCTION

Like all good inventions **Seabrake** was born out of necessity in a life and death situation in Australia's notorious Bass Strait. Overwhelmed by 80 feet seas and 100 mph winds Captain John Abernethy conceived the **Seabrake** principle when conventional drogues and sea anchors failed.

This experience led to the design of several different model **Seabrakes** commencing with the solid bodied series, to the current GP Collapsible range today. **Seabrake** has been trialled and evaluated by leading authorities and institutions and is internationally recognised for its superior safety applications.

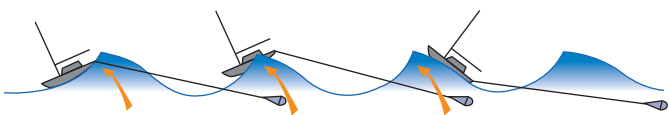
Experienced mariners know that following seas produce the most dangerous situations where direction and control can be lost in an instant. **Seabrake's** stabilising/braking effect provides constant and reliable restraint, whilst keeping the vessel on its heading and reducing pitch and roll by 50%.

While conventional sea anchors and drogues of the windsock and parachute type are inherently unreliable, track erratically, rotate, and foul easily, **Seabrake's** unique principle provides stable and reliable tracking, performance, and durability. Presented with various design and safety awards **Seabrake** is much more than a drogue, with 11 applications it provides daily use for your comfort and security.

Seabrake is approved by the Australian Maritime Safety Authority (AMSA) as a sea anchor: SOLAS Certificate #4126, Model GP24S, and is compliant with the Australian Yachting Federation (AYF) as an Emergency Steering device.

The new GP range of Collapsible **Seabrakes** are designed for power and sail boats; commercial fishing, ocean racing, recreational boating, tugs, and rescue vessels. Custom built units available.

For When the Going Gets Rough

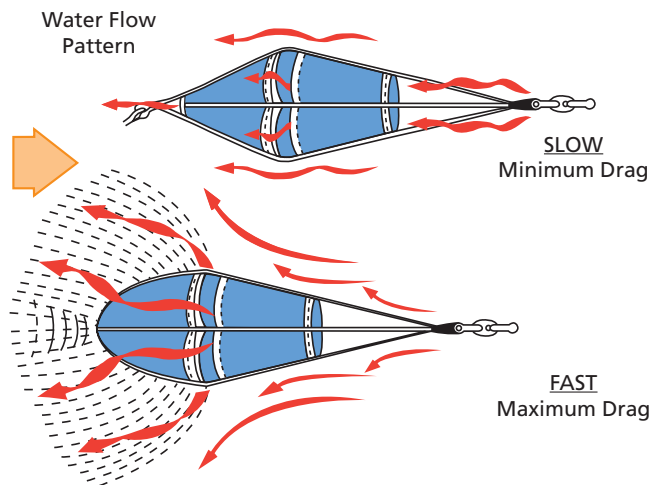


Point of acceleration commences as stern begins to rise.

Seabrake holding stern down and restraining vessel's forward speed. Allows waves to pass beneath vessel and prevents surfing or broaching-to.

Stainless steel cable frame

THE PRINCIPLE



Seabrake's unique principle operates through the disbursement of water flow to induce local turbulence creating a variable pressure wave which is activated by speed through the water. The greater the flow through the unit, the greater the drag effect. As the water is disbursed evenly through the (4) exhaust ports at the base of the **Seabrake** it tracks truly with no rotation, providing endless hours of tangle free operation and reliability.

MODEL #	GP18	GP24	GP30	GP48	GP60
Boat Length (metres)	10-25ft 3-8	26-46ft 8-14	47-66ft 14-20	67-90ft 20-27	91-120ft 27-36

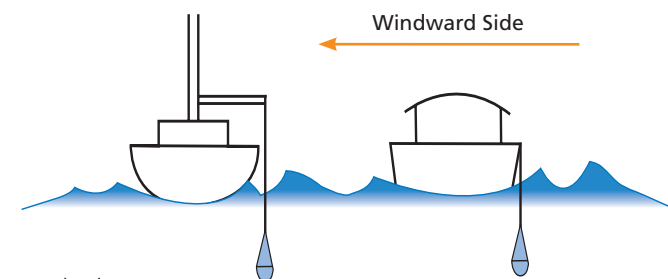
NOTE: The above table is a guide for production boats. Vessels of heavier construction or with high windage areas are advised to go a size up.

Application	Seabrake	Parachute and windsock types
Sea anchor and drift anchor	✓	✓
Emergency steering	✓	✗
Anti-surfing/broaching device	✓	✗
Stabilizer (anti-roll at anchor and at sea)	✓	✗
Aid for vessels under tow	✓	✗
Aid for auto pilots	✓	✗
Aid for bar crossing	✓	✗
Spare man overboard harness	✓	✗
Bosuns chair	✓	✗

BENEFITS

- 11 applications for everyday use
- Scientifically trialled and tested
- Easy to operate and retrieve
- Compact and easy to stow
- Effective and thoroughly reliable
- Doesn't rotate and is tangle free
- Has twice the drag of conventional sea anchors
- Provides controlled restraint and tracks reliably
- Reduces fatigue on both vessel and crew
- An approved emergency steering device
- An approved sea anchor (SOLAS)
- The 'solution' for vessels under tow
- Significantly reduces roll at anchor
- **Reduces motion sickness** by dampening pitch and roll
- An effective drift anchor for breakdowns and drift fishing
- Adds stability and, when streamed in following and quartering seas, will assist in maintaining a vessel's heading
- Will keep a vessel's speed under control in a way similar to a cruise control on a motor vehicle

Anti-roll at Anchor



SPARE MOB HARNESS AND BOSUN'S CHAIR