<table>
<thead>
<tr>
<th>True Wind Spd kt</th>
<th>True Wind Dir °T</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.9</td>
<td>105</td>
</tr>
<tr>
<td>App Wind Speed kt</td>
<td>App Wind Angle</td>
</tr>
<tr>
<td>19.6</td>
<td>51</td>
</tr>
<tr>
<td>Boat Speed</td>
<td>Wind Dir °T</td>
</tr>
<tr>
<td>16.7</td>
<td>330</td>
</tr>
</tbody>
</table>
WHAT WE DO

A+T design and manufacture the best engineered instrument systems for wind, speed, heading, position, depth and a wide range of other sensors such as load and pressure.

They are aimed at the high-end market of Superyachts, Classic yachts and race boats.

The first:–

• Major step forward in yacht instrumentation since the 1980’s.
• Ground-up rethink of how marine electronics systems are designed and built.
• ‘Dual Fuel’ bus system using Ethernet, Fastnet or any combination.
• To test every display and junction box under 1m of water and to 75°C for 24 hours, before shipping.

So provides:–

• High performance and very good engineering.
• Wide range and number of interfaces to take inputs from all the sensors on the largest superyachts.
• Extensive setup, diagnostic and calibration tools via a webserver.
• Cost effective upgrade path for legacy systems as existing displays, wiring, sensors and mountings can be retained and only upgraded as and when needed.

A+T also repair all instrument types, systems and manufacturers, keeping extensive spare parts in stock.

All with excellent 24/7 support and service.
WHO WE ARE

Founders Richard Tinley and Hugh Agnew, have over 60 years combined experience in race navigation, marine instrument design, trouble shooting, fitting and repair.

Richard served his apprenticeship at B&G before going on to run the service department there. Then, after 7 years in the Caribbean installing electronics on large yachts, he founded Tinley Electronics and the independent, B&G Service running this for 20 years and rebuilding many thousands of instrument systems. What he does not know about how instruments leak, split, corrode and fail is not worth knowing. He is also a gifted electronics and software designer and has made many custom products used in America’s Cup projects and on Superyachts worldwide.

Hugh, originally a Cambridge educated mathematician and oceanographer, has spent a career building navigation systems for the offshore, military and yachting industries. He developed the first TV tracking used for the America’s Cup in Fremantle in 1987, was the inventor of the Yeoman plotter and developed the first telephone based car navigation system. Throughout he has sailed professionally as a navigator and continues to do this on some of the world’s largest and fastest yachts.

Richard and Hugh combined their skills and experience in 2015 to develop the best marine instrument system made without compromise.

Design, assembly and testing is all done in Lymington, UK where owners, captains, engineers, designers, project managers, navigators and interested parties are welcome to see what we do and give us feedback and new ideas on future directions.
True Wind Spd kt: 15.9
True Wind Angle: 105°
App Wind Speed kt: 19.6
App Wind Angle: 51°
Boat Speed kt: 16.7
Wind Dir °T: 330°
DISPLAYS

- Beautifully engineered, CNC machined from PA66, no corrosion when mounted in carbon or aluminium.
- Fully sealed to withstand 0.5 bar over/under pressure, unlike all other instruments in the market which rely on breather holes.
- Every display tested under 1m of water and in an oven at 75 °C for 24 hours before being shipped.
- Fits into existing cut-outs and screw holes.
- In situ software upgrades via Bluetooth.
- Workshop serviceable.

MFD
Display pages with 1 to 6 items and extensive diagnostic features. Has NMEA0183 interface and MOB input feature.

Pilot Head Display
A pilot head version of the A+T MFD, compatible with H2000 & H3000 pilot systems.

Analogues - full range
Classic design including domed glass front, but with latest mechanical and electronic elements including user serviceable desiccant module to keep unit dry and crystal clear. A full range of functions available.

3020
Single line of large digit high contrast data and fits a 20/20 cut-out. Red or green backlighting, compatible with existing systems.

The Mini
The smallest and lightest display available, typically used for load or displacement, but any data can be sent to it. It has a small footprint (91x58mm) and a low profile.
Introduced in 2019, the BFD has the same footprint as a conventional 40/40 with digits up to 50% larger.

Any layout of data panels may be configured in either Landscape or Portrait modes.

Like all A+T displays, every BFD is tested under 1m of water and in an oven at 75°C for 24 hours before shipping.
ATP PROCESSOR

- Will power any combination of existing and A+T displays.
- Very good cable entry and support, easy to swap unit out.
- Up to 3 internal interface boards for speed, depth, wind and extensions.
- Integral interfacing for Fastnet, CANbus, NMEA0183 (x3), Ethernet (x3), analogue (x4).
- Integral barometer and heel/pitch sensors.
- 50 Hz update rate, upgradeable to 100 Hz.
- Man Overboard Button implementation at any display with relay output.
**WEBSERVER**

- Used for all configuration, calibration and diagnostics.
- Runs on any device, PC, Mac, tablet.
- Ethernet links to Expedition, Adrena, MacSea, Transas.
- Output for Apps including iSailor, iOnboard and Yacht Point.
- Extensive diagnostics for all sensors and calculations, full visibility.

<table>
<thead>
<tr>
<th>Wind Input</th>
<th>Wind Input</th>
<th>Wind Input</th>
<th>Wind Input</th>
<th>Wind Input</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calibrations and corrections for wind speed and angle. The input selected when UNI is pressed will be used for internal computation.</td>
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</tr>
<tr>
<td>Select Input: Wind1</td>
<td>Input Name:</td>
<td>Wind2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Input Type: Wind Board 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Calculation Time</td>
<td>5.1 s</td>
<td>BMH Voltage</td>
<td>0.0 V</td>
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</tr>
<tr>
<td>Pulse Frequency</td>
<td>10.0 MHz</td>
<td>Raw Phase</td>
<td>0.0</td>
<td></td>
</tr>
<tr>
<td>Pulse</td>
<td>0.0</td>
<td>Raw Phase</td>
<td>0.0</td>
<td></td>
</tr>
<tr>
<td>Calibration</td>
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<td>Raw Phase</td>
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</tr>
<tr>
<td>Raw MWV</td>
<td>1.61</td>
<td>Raw MWV</td>
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<td></td>
</tr>
<tr>
<td>Speed Offset</td>
<td>0.00</td>
<td>Angle Offset</td>
<td>0.0</td>
<td></td>
</tr>
<tr>
<td>MWV</td>
<td>1.61</td>
<td>MWV</td>
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<tr>
<td>Hail</td>
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<td>Hail</td>
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</tr>
<tr>
<td>Hail Correction</td>
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<td>Hail Correction</td>
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<td></td>
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<tr>
<td>Apply Correction of</td>
<td>0.00</td>
<td>Apply Correction of</td>
<td>0.00</td>
<td></td>
</tr>
</tbody>
</table>
Many large Superyachts, sail and motor, are built with gate-valves to meet class/survey requirements and to allow safe insertion and removal of speed and depth sensors with no water ingress.

A+T are the only manufacturer supplying these gate-valves for refits and new-builds as well as the depth and speed sensors for them.

Custom lengths can be supplied on request.

Depth sensors are supplied at 170kHz to support A+T and B&G legacy processors. We also make a converter to produce depth on CANbus (N2K compatible).
SENSORS AND CUSTOM WORK

- Masthead wind
- Speed
- Depth, 170kHz & 200kHz
- Loadcells & amplifiers
- Pressure, displacement rudder angle, mast angle
- Air temperature
- Waterproof 5 way junction box
- Ethernet switch
- GPS
- MOB (man overboard) functions
- Change over Switches - allow two speed or depth transducers to feed a single input
- Also custom cables, interfaces and displays
- Compasses, magnetic, gyro and GPS compass
UPGRADE FOR EXISTING SYSTEMS

- Uses any mixture of existing B&G and A+T displays.
- Uses existing sensors and wiring
- Major improvement in performance with significant cost savings.
- Simple swap out for B&G H2000 or H3000 system.
SUPERYACHT EXAMPLE UPGRADE
COMPLETE SYSTEM FOR NEW-BUILD & MAJOR REFIT

- 12-24V power.
- Single Ethernet cable links all sensors and displays.
- 50Hz processing.
- Extensive diagnostic and transparent calculations available on web-server interface.
- Integral barometric pressure and heel/pitch sensor.
- No limit to number of displays on system.
SUPERYACHT EXAMPLE NEW SYSTEM
SPARES, REPAIRS AND REPLACEMENTS

We hold in stock a range of some 100 spare parts for A+T, B&G, Airmar and other marine electronics.

We also hold used parts for many obsolete or discontinued B&G systems.

We repair all B&G systems and any other marine electronics. Team of full-time engineers and rapid service available.

Where parts are unserviceable we can almost always suggest and supply compatible replacements.

We specialise in shipping parts on the day of order, if required, to any part of the world.
WHAT OUR CLIENTS SAY...

“Having been a life long user of B&G it was a big decision to start using A+T. Having started the change over I could not be happier. They seamlessly work with the B&G we have onboard and I am happy to start the process of upgrade all over the yacht. Congratulations. A product that really works.”

Mark Stevens, Captain SY Red Dragon

“Last winter we used A+T to replace a broken analogue wind display on our H3000 system onboard Mariette. Hugh personally delivered the part out to the boat in the Caribbean and got our displays back up and working in short order. I’m very happy to recommend A+T to any yacht that needs help with their wind instruments.”

Charlie Wroe, Captain SY Mariette

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