

SEE & BE SEEN!

A **LIGHTFORCE** spotlight is the smart choice. Why compromise your safety? Just ask the South Australia Sea Rescue Squadron. A torch just doesn't cut it....



WHO IS LIGHTFORCE?

For nearly two decades, Lightforce has become internationally renowned for its range of high performance portable lighting products. Australian made, Lightforce spotlights have become the preferred equipment of the South Australia Sea Rescue Squadron.

WHY YOU NEED A LIGHTFORCE SPOTLIGHT

A Lightforce spotlight will greatly improve your boating safety in terms of navigation at night or in foul weather conditions. Unlike the majority of cheap imported brands, Lightforce outshines, outlasts and outperforms making it a wise investment in your marine safety equipment. An ordinary torch whilst important is just not adequate when your safety is at stake. Many professional fishermen and mariners from Tasmania to Alaska choose Lightforce for its performance and reliability under extreme marine conditions.

- SUPER STRONG LIGHTWEIGHT POLYCARBONATE CONSTRUCTION**
Ideal user ergonomics, no parts to rust, ideal for harsh marine conditions
- LEGENDARY POWER OUTPUT**
True parabolic mirror finish reflectors with high performance 12 volt xenophot bulbs create light output that is legendary. Choice of 3 reflector sizes, 140,170 & 240mm. 24 volt halogen available.
- FOCUSABLE BEAM PATTERN / CUSTOMISE IN SECONDS**
From wide to spot in seconds with ability to change colour with clip on filters. HINT: Our Blue filter is ideal for marine use penetrating through water, spray and rain.
- HANDHELD OR REMOTE MOUNTED CONFIGURATION**
Remote mounted models are ideal for permanent bow or cabin fixture. The handheld models can be utilized from your vehicle, vessel or mounted using optional fixed mounting systems.



LightFORCE
PERFORMANCE LIGHTING

PRACTICAL

Highlighting Spotlights



THEY ARE OFTEN OVERLOOKED BUT A SPOTLIGHT IS AN IMPORTANT MUST HAVE ON ANY BOAT

Navigating a boat at night is both challenging and potentially hazardous. The eye's night vision has a blind spot when looking directly at an object, so a skipper must scan diligently to avoid collisions.

Also, distance perception is difficult, particularly on a point source of light. What seems like a lit beacon some miles off can, in a matter of seconds, come steaming past your beam, a startling reminder not to steer directly at beacon's at night!

Consequently, one of the most useful options fitted to a boat for driving at night is also the most obvious - a spotlight. Yet the vast majority of vessels venture well beyond their maiden voyage without one.

There are a few reasons for this, all of which the experienced will recognise as folly: there is really nothing to hit at sea; all obstacles are lit (Pic A); and other boats always have their lights on.

If you decide to go down the enlightened path (pun intended) and fit a spotlight, there is a big gotcha, placement. Like motor vehicles, boats would ideally position their spotlights foremost, at the peak of the bow.

But this is where the anchor is. No problem eh? Just slide it back a bit on the foredeck, drill a few holes, bolt it in and wire it up. The problem is, come nightfall that piece of foredeck in front of the spotlight will be reflecting white light as bright as an

These lights have the advantage of being rotated 180 degrees to illuminate the aft deck for night activities (Pic B).

If your only option is to mount your spotlight on the foredeck, place black adhesive anti-skid tape ahead of the light to minimise reflections. Also, ensure your light is fitted with a narrow beam spot, rather than a wide-beam flood lens.

One product that wholly tackles the issue of the spot and floodlighting at sea is the marine range from "LightFORCE" Australia. Available with suction, magnetic or bolt-on bases as well as being removable for hand-held use, these lights enable a boater to trial several positions before settling on a final place,

"THE PROBLEM IS THAT COME NIGHTFALL THE PIECE OF FOREDECK IN FRONT OF THE SPOTLIGHT WILL BE REFLECTING WHITE LIGHT THAT WILL RUIN YOUR NIGHT VISION"



approaching car on high beam, ruining your night vision. So, what is the best placement? It varies from boat to boat. Bowsprit rail-mounted lights are ideal, especially if remote-controlled.

Equally ideal are bimini, or hardtop-mounted lights, adjustable from the cockpit, mounted far enough aft such that the entire foredeck is in shadow.

or remove the need for permanent fixtures altogether. A 'LightFORCE' unit is shown in Pic C suction mounted to a hardtop stainless accessory rail. Pic D displays the same unit suction mounted to the hardtop fibreglass.

Or, the unit can be converted to a floodlight by a clip-on dispersion filter and suction mounted to the stern quarter to illuminate the bait board (Pic E).

In a rough seaway, blinding light can backscatter from spray thrown skyward. The blue clip-on filter shown in Pic C throws a very wide, thin beam, perfect for collision avoidance, while the blue colour highlights contrast in airborne spray conditions.

ADAM ROBINSON



A. Navigable easily by day, but these unlit channel makers require a powerful light on board to be seen at night.

B. Easily reached by hand, this adjustable and focusable 'LightFORCE' light can provide both forward and aft light.

C. With no foredeck rails, this hardtop rail mount fits the bill.

D. No rails on the hardtop either? Simply suction mount to the fibreglass.

E. Ability to mount a spot or floodlight anywhere is a boon for any nocturnal seafarer.

