



FISHER 25

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Fowey
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BRUNTON'S PROPELLERS Ltd.

25.7.97

Dear Sirs,

after four years of AUTOPROP ownership, I have a few words to say on the subject:-

After suffering handling difficulties in my Fisher 25 due to low power and poor prop (She's 22 this year!), I changed to an AUTOPROP. The transformation was amazing. For a given rpm, speeds were up to one knot faster. Handling in tight situations, such as marinas is now much safer. Acceleration and stopping power are prodigious and contribute to ease of operation. Economy is improved, as, for a given speed, rpm is reduced. In fact it does everything you said it would. I also suggest to anyone contemplating an AUTOPROP that BRUNTON personnel are very pleasant and efficient to deal with.

I would be very happy to discuss my experience with the AUTOPROP and even demonstrate it to anyone interested. I cannot recommend it too highly.

Yours sincerely,

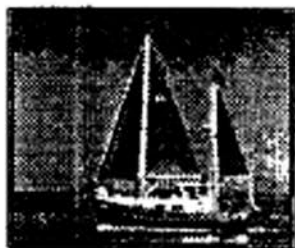
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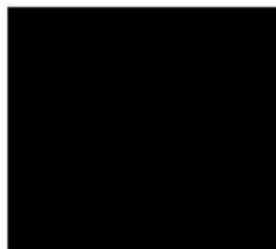
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FISHER 25

Brunton's Propellers Ltd
Units 3 & 4,
Faraday Close
Gorse Lane Industrial Estate
CLACTON-ON-SEA
Essex
CO15 4TR



'Therapy' c.c.c.



9 November, 1997

Dear Mr Young,

H5 AutoProp

Just to let you know how delighted my wife and I were to see the beautiful job you made of renovating *Therapy's* Autoprop. We note that you very kindly thought to up-date the blades' fastenings into the bargain. And so rapidly! Thank you so much.

Having re-fitted the propeller, it was a delight to find it providing all the immediate, lively thrust, ahead or astern, which we had experienced initially, and particularly to note its new *quietness*. We believe now that for whatever reason, it may not have been quite perfectly adjusted when it was originally fitted by Northshore, prior to the yacht's launch back in 1991.

The result now is extremely satisfying, and we are most grateful.

With very best wishes to Brunton's Propellers Limited,

Yours sincerely,

Jim Adreass



FISHER 32

Golam I have just returned from QLD where I have left the boat for the time being. I am delighted with the performance of the Autoprop, the engine rpm was at least 500 less compared with the old prop and this certainly meant a far quieter ride!

The fuel economy has improved dramatically we motor sailed from Westernport to Port Stephens approximately 800 NMs and we managed to squeeze in 300 litres of fuel when we got there. Golam this is around 2 litres per hour at 2,000rpm for 5 to 6 knots. With the old prop we would have been running at 2,500 rpm for the same given speed and using nearly 3 and a half litres per hour.

In addition to the extended fuel range I am also enjoying far better boat control in the marina. Although not completely removed the the prop walk is no longer a concern. Golam thank you for your advice and supply of the Autoprop it is without doubt a great improvement to the boat and one I am very happy with.

Regards,

Ian Fraser



Fisher 34

Let me tell you that I was really happy with the H 6 Propeller, you have sold to me. Even when I worried because the surface of the H6 propeller is quite a lot smaller as the blades of the propeller that I had used before, Your H6 created more foreword power. As a result I needed less rpm to get the same cruising speed as before . We now sail with 1900 to 2000 rpm to make somehow over 7 kn . Before we needed 2500 rpm. As a result we have now less noise, less vibration and we save about 20 % of diesel. This is the result of the whole summer 2004. I needed before about 4 Ltr per hour - now I am on 3,2 Ltr. Its not only the money what we save. Much more important is the calculation that the 300 Ltr Diesel of my tank are now good for : instead of 450 N.M -- good for about 650 N.M. Especially at longer passages this is a tremendous advantage. Under Sails with my old propeller I had the feeling to have a water bucket hanging behind my boat. Now it really feels and sails better.

I hope with all the advantages that this propeller shows - it will last long enough - in case of problems I still carry my old Prop with me. A disadvantage seems to be that the propeller seems to loose the " grip " earlier, at sudden high motor power. I had promised to inform you about my experience with the H6 and to thank you for your patience with all the questions I had asked you before.

Otto Wiest

FISHER 37

Subj: Re: Autoprop
Date: 3/12/02 12:33:16 PM GMT Standard Time
From:
To: Bruntons@aol.com

Dear Toby,

The prop is fantastic. Berthon did a good job of installing it. I sailed - motor'ed from Lymington in England to Viareggio in Italy via the Channel Islands, Portugal, Spain, Gibraltar, France and Corsica. In May I am Sailing to Elba, Corsica, Sardinia and stopping in Naples. In Autumn I will sail to Sicily and park the boat for the winter in Galapoli. The prop was fantastic. I got caught in a fishing net that forced me to go over the side with a knife to cut myself free. This had no adverse effect on the prop. It works fantastically in reverse as well. When motor sailing I only had to have the motor engaged in drive at idle speed to see a significant increase in boat speed. I get fantastic fuel economy when motor sailing. Sailing is a pleasure with the prop furled. I would not hesitate to reccomend this prop to anybody.

Regards,

Dave Botha

P.S. My yacht is a Fisher 37