



Getuigenissen Autoprop

Beste zeiler,

In dit document vindt u 22 getuigenissen van zeilers die hun ervaringen delen nadat ze de investering in een Autoprop gedaan hebben.

In dit verre van complete overzicht zijn de volgende jachten vertegenwoordigd:

- Bavaria 38
- Beneteau Oceanis 323
- Beneteau First 405
- Beneteau 473
- Wauquiez 40
- Veneema 10 meter
- Vancouver 34
- Swan 57
- Rival 41a
- Rival 36
- Prout 37 catamaran
- Oyster 37
- Nicholson 40
- Nauticat 331
- Hallberg Rassy 36
- Hallberg Rassy 31
- Dufour 39
- Dehler 36
- Custom build 40ft
- Catana 531
- Catalina 42
- Westerly Oceanlord

Wij wensen u veel plezier bij het lezen van de ervaring van uw medezeilers..

Bojan Michiels van Kessenich



Bavaria 38

Dear David,

I am writing in response to your recent letter asking for testimonials from satisfied customers. I would like to offer the following observations, which I am happy for you to use as you wish.

I own a Bavaria 38 (2000) fitted with a 28 hp Volvo 2003 via a saildrive. At the time of purchase I was concerned about the size of the engine but an upgrade was not available. I especially concerned since much of our sailing is on tidal waters in the Solent and around the Channel Islands. Our boat was definitely under powered, suffered from terrible 'prop-walk' and broached readily when beating. There was also noticeable vibration at cruising revs.

Following an impressive demonstration at the Southampton Boat Show in 2005 we ordered an Autoprop in January 2006. I was very impressed with the advice I received prior to the order together with the efficiency of ordering and speed of delivery. Fitting the prop was straightforward and accommodated our 'stripper' as promised with no problems.

The improvement was obvious from the moment the boat was re-launched. There was no vibration through the cockpit floor, and the engine noise was noticeably quieter immediately it was put into gear. This is one of the most noticeable aspects of the Autoprop, the engine never has that labouring sound as the load is put on, there is no evidence of strain. As promised we had absolutely no prop walk when we engaged reverse and controlling speed and direction was a breeze within the marina. Once out on open water the performance was even more impressive. The speed through the water increased so smoothly and effortlessly that we were grinning like the cat that got the cream! We noticed that we could easily achieve 1.5kts extra boat speed through the water for comparable engine revs. The engine was quieter and vibration less. When sailing we found that by simply having the engine gear, boat speed increased by 1 kt continually regardless of wind strength or direction. We were always doing 1kt more with the engine in gear than out, no vibration and no noise. Sailing performance has improved noticeably, a by-product seems to be a lower tendency to broach when beating, whether this can be attributed to the Autoprop or not, she certainly sails better.

We have been so impressed with the Autoprop this season. So much time seems to be spent motor-sailing these days that it has been money well spent, and far cheaper than upsizing the engine if it had been possible. We have felt the benefit in every aspect of our boat use from getting on and off our berth to sailing and motoring. We thoroughly recommend Autoprop.

Kind regards

Clive Tongue

Yacht "latitudes" Beneteau Oceanis 32.3

Purchased new from Ancasta Southampton 14th October 2005.

I visited Beneteau factory in France to see the building and had a lengthy chat with the technical director regarding propulsion. As the Oceanis 32.3 lift keel has a twin rudder configuration the flow of water from the propeller does of course not pass over a central rudder. I was recommended by Beneteau that a self pitching feathering prop three bladed prop would give a better performance and handling under motor and of course improve sailing as less drag. I must agree that after many yachts with fixed props I can certainly feel the difference and of course greater speed under less revs compared with other similar craft that I have been sailing with. Comparison Beneteau 33.1 with 28 horsepower Volvo engine not an Autoprop but feathering I only have a 21 horse power Yanmar and have that extra 2 knots when needed.

Handling both ahead and forward is predictable as of course there is no prop walk and I find that I have instant power and control without any lag. Vibration and cavitation I have not noticed all is very smooth and the engine seems to be very happy with its partner the prop.

The boat was recently taken out for a scrub and antifoul the only thing to replace was prop anode, which was non-existent (9 months in water) the blades and functions perfect. Voyages: various local races and short trips around the Solent ports and a venture across to Cherbourg, returning after 3 hours, weather conditions deteriorating. Returned under bare poles under engine with 23 knots of wind heavy head seas off St Catherine's to needles but was able to motor at 3400 rpm at 6.6 knots without problem.

All in all the expense was I feel worthwhile and I would and have recommended your Autoprop to others.

P.S. I am on the Beneteau owners association committee.

Regards and thanks

Roger Winkworth "latitudes"





Beneteau 405s First

Autoprop ap6267 bought from you last winter is fitted to French Mustard a First 405s. The power unit is a Perkins 4.108 with a Hurth 2.1 reduction gear box. I have owned the boat for 10 years. She was fitted with a folding 2 blade propeller 18x11 which gave about 7 knots at 3000rpm, this was changed to an 18x15 which was a big improvement giving 7.5 knots at 2500rpm and a comfortable 7 knots at 2000rpm.

The autoprop now gives a maximum of almost 8 knots at 3000rpm and a comfortable cruising speed of 7 to 7.25 knots at 2000rpm. These figures are for quiet water and no head wind. The noticeable benefits of the autoprop apart from these improvements in performance are smoother and quieter motoring, a more progressive application of thrust when manoeuvring and no danger of the propeller opening violently. All these benefits were expected from your advice before purchase, an unexpected benefit has been the self pitching of the propeller when motor sailing. The ability to increase our sailing speed in light winds with the engine running at low speed has proved very useful when passage making, particularly when trying to make tidal gates.

In conclusion, I have owned many sailing boats over the last 50 years with different props, on some I have even changed the prop between racing and cruising. The autoprop now satisfies my purpose entirely. I would however still fit a folding prop for serious racing.

Kind regards,

John Ellis



Beneteau 473

To: Steve@AB-Marine.com

Sent: Tuesday, November 30, 2004 9:18 AM

Subject: AP3990

Steve

Just a note to let you know that my prop has returned from Bruntons after the repairs. Thanks for all your help on this upgrade. It is nice to know that there are still some companies around that care about their products enough to openly offer an upgrade like this without pressure from the customers.

We have been very satisfied with the AutoProp on our Beneteau 473 and I regularly recommend the prop to anyone on the Beneteau email list that inquires as to what prop they should add to their boat. With service like this, I will continue to emphasize the advantages of your prop over the others available.

Thanks again for your help.

Rick Donovan

Adrian Miles

From: "Benoit d'Alançon" <b.dalancon@wenex.fr>
To: "Adrian Miles" <adrian@bruntons-propellers.com>
Sent: Thursday, December 18, 2003 02:42
Subject: Wauquiez 40 PS with Volvo D2-55

Dear Adrian

Let me report you that the last delivery to Wauquiez dealer in St Malo was a full success.

The ship is a Wauquiez 40 PS
equiped with Volvo D2-55, 55 ps, 3000 rpm, reduction ratio 2,74:1, shaft
30mm RH

We have fitted an Autoprop H5 diam 506 mm, serial nr AP 5825

By luck, they have delivered the same day two identical ship, one with
Maxprop and one with our Autoprop which show clearly to be better at middle
rpm in the range of 1 knot.

For further information, you can talk with the Wauquiez dealer in St Malo:
Chantiers Naval de la Ville Audrin, Av Louis Martin, 35400 St Malo, Tel:
+33(0)299564806, Fax: +33(0)299569552, contact: Mr Hercelin.

On a more general basis, Wauquiez dealers are very successfull with Autoprop
reaching better performances for their customers. On this base SMN in Port
Grimaud is a fidel customer

Faithfully your's
Benoit d'Alançon
tel: 33.141102330
<http://www.wenex-equip.com>



www.autoprop.com

Two Easy is a Dutch designed and built 10M Veneema fitted with dagger boards and of a fast cruiser type. She is fitted with twin 6.5kw (8hp) Ruggerinnis and was originally equipped with 2 bladed folding props

One major trip with her that year down to Cornwall and back from her home port of Chichester. At the end of that trip I was convinced that we would need to spend several thousand pounds on replacing the engines with larger ones in order to overcome what I saw as a significant - and safety threatening - failure in the boat. Specifically, the engines were not capable of driving the boat into a head sea of more than F3/4 and would not reverse into more than a F2. On passage from Chichester to Plymouth we experienced several instances where the speed over the ground (SOG) dropped to 0 when motoring into even a small head sea and tide. The engines were capable of pushing her at over 6 knots in calm conditions but as soon as the wind increased the speed quickly diminished, accompanied by a significant increase in black smoke.

As I began to research the options further I became aware of the Autoprop with it's variable pitch capability and also that it had just been released in 2 blade form, which ideally suited the low power of the Ruggerinnis.



The performance transformation is amazing. In every respect the boat is entirely different. In a head sea she will now still punch the tide at 4 knots, even into F5. When motor sailing the engine is happy to still be running and giving drive at 9 knots, with little or no change in engine RPM. The engines were always frugal, but they are now even more so - it's difficult to estimate how much but at least 10%. Perhaps the greatest difference is in reverse - where she will now go backwards 5 knots and stop in her own length - all-in-all an incredible change from when I bought her!! The only thing that hasn't changed is that when I turn the engines off (and put her into fwd gear!!) the prop drag is minimal, and the change from the 2-bladed folder is undetectable.

The Autoprops are not cheap but in comparison to the exchange of a pair of engines, together with the associated mess and disruption I think they were a very very good investment.

Mark Jarvis

VANCOUVER 34 PILOT

Our Vancouver 34 Pilot is a long keel, fairly heavy sailing cruiser with Yanmar 27HP engine. We cover from 1500 to 1800nm yearly, sailing from Falmouth to North Spain and South Brittany, calling in ports large and small from Bayona to La Rochelle to Camaret. We also sail to the Isles of Scilly, Channel Isles and North Brittany. The Autoprop was fitted two years ago and Brunton,s were very helpful in overcoming a problem with the shaft key fit, making a new one gratis.

The Autoprop was a dramatic improvement on the original fixed 3 bladed propeller, when motoring or motorsailing, in the following ways :-

Cruising speed under engine was attained at 2000rpm compared to 2500rpm, much quieter and extending theoretical range from approx.600 to approx.750 nm.

Performance close hauled and into a wind over tide was improved

Speed pick up when motoring astern was clearly better

The benefits of a feathering propeller when sailing and the match of pitch to speed through the water are obvious. The knowledge that the engine is always working is seen by a cleaner exhaust, even when motorsailing, thus saving cylinder damage.

The sealed bearing version of the propeller was worth waiting for. Well worth the price.

Please use this if you wish. A Zn anode would be welcome!

Richard Paterson



Tony & Liz Sharp	Swan 57
------------------	---------

We are extremely impressed with our new Autoprop, which we fitted last spring onto our Swan 57. It was increased our speed under power – we cruise at about 1650 rpm – from an average of 6.4 to an astonishing 7.9 knots! In addition to the obvious speed gain, this has made a tremendous difference to our performance in motor-sailing to windward, as well as our range – both important to us since we are sailing around the world.

We would also like to thank you for your very prompt attention last summer to a problem, which we thought might relate to our new propeller installation. Your immediate help allowed us to quickly ascertain that the fault lay elsewhere, and so deal with it with minimum loss of time, which we much appreciated.

So many thanks to both you and Autoprop!

THE BRUNTON AUTOPROP ON A RIVAL 41

(The Autoprop is manufactured by: Brunton's Propellers Ltd PO Box 4074 Clacton-on-Sea Essex CO15 4TQ Tel: 01255 427511)

In March last year, after dithering for two years, we finally asked Brunton Propellers Ltd to fit one of their Autoprops to our Rival 41A.

The Autoprop propeller features three blades mounted on the hub on roller bearings. The blades are free-swinging and continuously select their optimum pitch on the basis of current conditions, eg water speed, rpm, power applied and resistance to boat motion. This is said to give enhanced performance all round as against a fixed blade propeller.

In reverse, the blades automatically turn right over so that they are still working 'forward,' ie at best efficiency and more effectively than a fixed blade propeller working in reverse. When sailing, the blades swing to the position giving least resistance to motion through the water.

It all sounds too good to be true, doesn't it?

At the time our Autoprop was fitted, a new design incorporating greased roller bearings instead of water lubricated ball bearings was just being introduced for our size of propeller, so ours was the first of this type fitted to a boat of our size, although larger versions had been run successfully for about three years. The advantage of greased bearings is longer maintenance-free periods.

Apart from an initial teething problem associated with the introduction of the new design - and immediately corrected by Brunton (at their expense) with quite astonishing speed and efficiency - our experience of the Autoprop over our first season has been extremely positive.

We found that in general at any given engine rpm we made up to a knot better water speed. This was particularly appreciated when motoring into a strong wind and a choppy sea, when, instead of our typical water speed of about 3.5 knots in such conditions, we now achieved about 4 to 4.5 knots at, say, 1750 rpm giving an improvement of up to about 30%. We found the same sort of improvement when motor sailing in difficult conditions, whilst in easier conditions, or where only slight engine assistance was needed, we could obtain the required result using lower engine rpm. When motoring in good conditions our usual cruising speed of about 5.5 knots at about 1750 rpm (when the engine sounds really comfortable) increased to about 6 knots.

It was more difficult to assess the degree of improvement when sailing, but we noticed that our times for known passages reduced even when the motor was little used and our average speeds over all passages, which included quite a lot of motor sailing and motoring, increased by between 10% and 20%.

Regarding fuel economy, our impression was that it would have been slightly better than we used to achieve if we had kept our motoring and motor sailing speeds down to what they used to be, but at the new higher speeds and lower passage times fuel consumption was the same as previously or marginally higher.

We found noticeably greater stopping power when using reverse gear to slow when coming into a berth or manoeuvring in marinas, whilst prop walk (which we rely on quite a lot) remained about the same. Thus life in marinas has become noticeably easier.

Summing up, after a trouble-free season, including a seven week cruise of SW France, we believe that the Autoprop is one of those rare products which really lives up to what the manufacturers promise. We should certainly hate to be without it now.

John & Marj Selby February 2000



Rival 36

Dear David and Toby

After a long weekend sailing and motoring I feel the need of telling you how happy I am with the Autoprop. I always felt the Rival 36 needed more power and that the Bukh 20hp was too small for this heavy yacht. Now I don't think that anymore! Firstly I think you were right that the old 14" prop was too small, but I am really impressed now with the improvements. The speed in stationary revs is already 3 knots and on a quarter of the throttle it is 6 knots! This used to be the speed on 3/4 of the throttle. Last night we berthed between 2 other boats with the nose to the jetty and with too many boats moored on both sides behind us and found ourselves this morning with 5 boats on the stern. With the old prop it would have been absolutely impossible to steer out backwards in these conditions and I was quite worried, but was able to steer out backwards in a straight line!

Sailing proved to be also faster, but I can not say that the 1/2 to 3/4 knot improvement in light to force 5 conditions are solely caused by the prop because this winter I made flaps on the slot of the keel to reduce drag.

But to say it in a nutshell....THE BRAKE IS OF!
Thank you very much,

Kind regards

Elmer Boon



Prout 37 Catamaran

Re Autoprop - 6124

Thank you for your letter of 12th August and I am sorry for the delay in replying.

My boat is a Prout 37 Catamaran completed from a Sailaway Kit in the Spring of 2002, approximately 1 year after delivery in May 2001. She is fitted with twin Volvo 2030 Saildrive units rather than the standard single engine installation with a Sillette outdrive unit that can be lifted clear of the water.

The yacht is therefore a trifle heavy and has added drag, both from the saildrive units, and from the fixed two bladed propellers on each engine. Light air sailing performance has therefore been somewhat disappointing.

My wife and I use the boat weekendng on Strangford Lough in Northern Ireland and regularly visit Belfast Lough, Carlingford Lough and adjacent ports such as Ardglass.

Once a year we invariably cruise to Scotland and this year in a packed itinerary, visited Islay, Colonsay, Mull, Sky, Coll, Staffa, Iona, Jura and Campbelltown before returning to Bangor Marina with the benefit of a Force 6 to 7 on our tail.

Cruising between N.Ireland and Scotland, and on the West Coast of Scotland, is a constant struggle to meet tidal gates, and motor sailing frequently proves to be necessary to cover the required mileage. It was in recognition of this cruising reality, combined with the disappointing light air performance, that prompted me to consider fitting Autoprops.

The experience has been astonishing. Under sail alone in Force 2/3 an additional ¼ to ½ knot would not be untypical and motorsailing on one engine, usually at less than 2200 RPM, allows us to maintain around 7 knots in most wind and sea conditions. I honestly believe that the improvement in motorsailing performance alone could be up to 1 knot for any given engine speed / wind combination. In Scotland this year we regularly achieved 40, 50 or more miles within one 6 hour tidal window and overall covered 500 fairly easy miles on the 3 week cruise. I do not believe this would have been achieved with the same degree of comfort with our old propeller configuration.

Under engine alone in flat water, 2200 RPM on both engines now delivers 7knots whereas previously this required 2500 RPM.

I am in short delighted with the performance and would be please to provide any further information you may require.

Yours sincerely

Charles Harding

SEVEN SISTERS SAILING
6 Southdown Road
Eastbourne
East Sussex
BN20 9AA

Telephone: Office: (01323) 440000 Fax: (01323) 440750

Mr David Sheppard
Bruntons Propellors Ltd
Units 3 & 5 Faraday Close
Gorse Lane Industrial Estate
Clacton-on-Sea
Essex
CO15 4TR

19 February, 2001

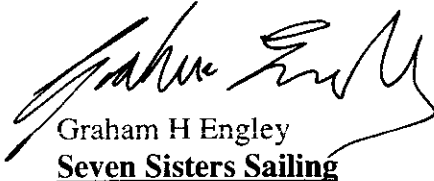
Dear Mr Sheppard

As nearly two years have passed since fitting the Bruntons Autoprop to my Oyster 37, "Chimaera", I felt I must write to you to say how pleased I have been with the new prop.

There has been so much more "bite", both in reverse and in forward gear and the variable pitch really does work extremely well, particularly if we are forced on cross Channel charters to "motor sail". The enhanced performance combined with fuel economy and smoothness of running, certainly justifies the expense of the Autoprop.

With best wishes for the future.

Yours sincerely



Graham H Engley
Seven Sisters Sailing



Peter Goldsmith	40ft Nicholson
-----------------	----------------

I am writing to thank you and your staff for your professional support regarding my Autoprop, bought from you in the summer of 2003. Our boat is a 40ft Nicholson ketch and I am completing repairs to her following the tsunami and taking the opportunity to overhaul all on board systems here in Thailand.

Since fitting the Autoprop we have covered some 18,000 miles across the Atlantic and Pacific oceans and it has behaved faultlessly. She is a heavy long keeled boat and I was concerned at first that manoeuvrability might have been affected but I need not have worried, plus her ability to stop quickly is significantly improved.

It is however under sail where the improvement over our original conventional propeller is most noticeable. Under sail there is significantly less drag and therefore more boat speed and in light winds when motor sailing the fuel efficiency is outstanding. On a number of occasions we were fooled into thinking that the engine could not be having any noticeable effect only to turn the engine off and virtually stop. Under power it is very much more efficient than the original. While the fuel cost saving may be important it is the ability to consume as little fuel as possible when supplies are, as often, scarce.

So our thanks once again for a first class product from a first class company.

Nauticat 331

David Myers, of Tuscaloosa Alabama, recently installed an Autoprop on his Nauticat 331, s/v "Kairos". The Nauticat 331 is a Finnish pilothouse ketch, with an LOA of 34', and LWL of 28', is a sturdy, all around boat geared for short or long range cruising. Due to the relative size and draft, Kairos weighs somewhere around 18,000+ pounds, the Nauticat has an 88 horsepower Yanmar diesel, which when combined with the Autoprop's superior thrust capabilities makes this boat fly!

Before installing the Autoprop, David used to drive Kairos at around 2800 RPM's to achieve 7.5 knots, while now uses 2400 RPM for the same speed. At 2000 RPM with the new prop, the boat attains 6.2 knots of speed, a dramatic improvement from the 5 knots with his old prop! The most enjoyable difference, relates Mr. Myers, is in the light wind sailing. "With the old prop wind-milling, the wind had to be moving at over 10 knots to achieve even 3 knots; now she'll get to 4.5 or 5 knots with the same speed, and actually SAIL with 5 to 6 knots of wind instead of drifting".

The top speed attained with the Autoprop was an incredible 8.3 knots, well over the hull speed of the Nauticats dimensioned 28'+ waterline. This marriage was not entirely a perfect union at first. The first prop specified for this boat was for some reason inadequate in performance. The engine revolutions were held down quite a bit, which improperly loaded the engine, delivering poor thrust and smoke from the exhaust. Due to the self pitching characteristics of the Autoprop, it is difficult to match exactly the proper diameter and inherent pitch. However, after an initial sea trial, the problem was identified by Autoprop's engineers, and amended in the form a new prop, which was exchanged under warranty. We are happy to report that the new prop was a huge success, with out too much trouble from the initial error. Thanks to David for his patience and confidence in the prop!

Kairos currently prowls the waters off the Gulf of Mexico, and is being outfitted for an extended cruise from the warm waters of the Bahamas, to the cool breezes of the upper East Coast. David Myers is a retired Learjet pilot, and is joined on his sailing adventures by his wife, who is currently on a "seabbatical". Be sure to say hi, and wish them fair skies and following winds.

Bruntons Propellers Ltd
P.O. Box 4074
Clacton on Sea
Essex CO15 4TQ

7th June 2001

Dear Sir,

Awesome! The only word that describes your Autoprop propeller which I have just fitted to my Hallberg Rassy 36 (Autoprop 18").

All you say in your leaflet is true. I have found that the following improvements against the Hallberg Rassy fitted 15" 3 blade propeller:-

- a. Going astern is now without much in the way of Propwalk, at least 50% easier.
- b. Reduction in R.P.M. Before 2400 RPM will give 6.5 knots, now 1800 RPM will give 7 knots.
- c. Sailing with the propeller locked off, i.e. feathered gives about an extra knot with 20 knots of wind which is fantastic.
- d. Motor sailing with the engine at 1000 RPM gives also at least an extra knot.

Many thanks for a fantastic British product.

A handwritten signature in black ink, appearing to read 'John G. Whitlow', with a long horizontal flourish extending to the right.

John G. Whitlow



Halberg Rassy 31

Our yacht is a 1999 Hallberg-Rassy 31 which is fitted with a Volvo 2020 18HP saildrive and had a two-blade Volvo folding prop. Having always had fixed-blade propellers with our earlier Westerly boats we were used to being able to punch our way through any seaway, and stop at will!

Leaving Southampton Water in October 2004 (for delivery of our new purchase to our homeport in Dublin) on the tails of a SE F7 we were un-nerved to find boat speeds of just 2 knots whilst motor-sailing close-hauled with only a double reefed main. Admittedly, conditions were testing but she lacked the drive and power just when it was needed. Marina berthing required excellent judging of distance since it took two boat lengths to stop, and plenty of revs if you had a following wind and tide!

A season with our HR 31 and varying conditions told us we needed to improve matters down-under. We investigated all options and were virtually certain that the Autoprop was right for us, especially because of its pitch-perfect design irrespective of the heel. And there are many stories of prop changes where the bronze newcomer underneath was not pitch-perfect and/or prevented full revs, and had to come off again for fine tuning!

So now, the key question was, should it be a two or three blade? We had to choose carefully, not so much because of price differences, but the fact that a Volvo 2020 is only 18HP. Engine power was necessary to make the most of three-blade benefits and we were not convinced it could deliver. Sound advice from Bruntons MD suggested our better option was indeed a two-blade Autoprop. This we bought (great delivery and service) and fitted at the beginning of May 2006.

It's a dream when motor-sailing in any wind or sea conditions; it will deliver more speed in a sea-way with or without sail up; it will require fewer revs for similar [previous] speeds; it will stop our 6T in about her own length, and it instils confidence.

Compared to Southampton Water in a F7, we found ourselves in a NW F8 on route to the Isle of Man from Howth, Co. Dublin in late summer this year. And like Southampton, we were close-winded with a double reefed main. But unlike our 2004 experience, our boat speed never dropped below 4 knots. Were we pleased? Does a cat purr!

Best wishes & thanks,
Laurence & Daphne Hoolahan

'So?'

DunLaoghaie Marina



22nd October 04

Autoprop fitted to my Dufour 39cc %o Hp Saildrive Volvo

Dear David,

Many thanks for persuading me to buy the above propeller, It was a close ran race what with other cheaper products available claiming similar benefits but in the end I know I made the correct choice.

My yacht having covered many miles this year was known to be hopeless on the engine in terms of dealing with a dead sea giving at best around 4.5 knots in the best possible conditions. When asked to help out in getting sick crew member ashore in force 8 gales we made ridiculous forward progress of 0.9 knots against wind speeds of around 35 knots. At the same time the poor engine working close to its max RPM.

Having received and fitted the "autoprop" I am pleased with the initial performance giving 8.0 knots at 2500 rpm and delivering an idle speed now of around 4 to 4.5 knots in becalmed water. Its fantastic, little engine noise and a respectable rate of progress allowing conversation and sleep below decks with the engine running. As yet I can only imagine the fuel economy to be vastly improved giving a range well in excess of the already respectable 465 KM on current tank capacity.

A more extreme test was had late September returning home against developing winds reaching at times 50 knots on the nose. The decision to get ashore/home was necessary due to a rather green coloured crew mate who was not enjoying the conditions one bit. At 2750 Rpm we made 7.5 Knots SOG into this head wind, which would, in reality average 40 knots wind speed. This speed made the headwind section of the trip possible only due to the propulsion system being hugely improved.

In all honestly I am pleasantly surprised with the latest addition of an "Autoprop" to my yacht and shall in the future have no option but to buy another from you should I change my vessel in the future.

Many thanks for your advice and correct choice of blade size based on the scant information I provided of my vessels weights and dimensions.

Best regards
Ewan Montgomery



Dear Mr Sheppard

I would be happy to assist your project.

Although I have had the Autoprop for just a few months, I am absolutely delighted with it. It is so smooth, powerful and quiet, and fuel economy is strikingly improved. I have had Gori folding props since I bought my first cruising yacht in 1984, another Dehler, a 28 footer. I thought the prop was very good.

This current boat was bought used after much research, rather than the new design. I preferred the Van de Stadt version that is designed for short (or singlehanded) sailing despite the relatively large size of boat. The Gori was worn, rough, noisy and prone to vibrate, with too much prop-walk for my liking.

The Autoprop has surpassed my expectations, being way better than the well functioning Gori on my older boat. Little time was required to become familiar with the handling, and I feel much more confident in tight close quarter manouvering.

My wife and I sail short handed, only occasionally racing White Sails, mainly cruising from home base in Howth, Dublin, to Baltimore, West Cork every summer, and day sailing all year when time and weather coincide. Moonpath is a shallow draft Scheel keel version, ideal for shallow bays. She is used as a support boat for the Optimist racing fleet frequently, the accompanying photograph being typical of mother and daughter (actually son's) boat, 901.

If you wish more information, please let me know.

Regards

Sean O'Laoire



Mr Bastiaan Bor / Toby Ramsay ,

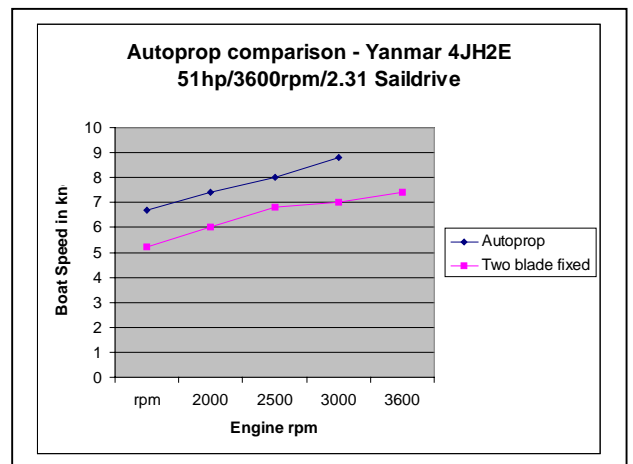
We have mounted our autoprop and did a trial trip to check the performance: the result is more than satisfactory.

My pervious two blades propeller:

2000rpm - 5.2 knots
2500rpm - 6.0 knots
3000rpm - 6.8 knots
3850rpm - 7.4 knots maximum

Autoprop: Model APS-442

2000rpm - 6.7 knots
2500rpm - 7.4 knots
3000rpm - 8.0 knots
3600rpm - 8.8 knots maximum



So, it's about 25% increase of performance !

We have not yet tried with engine + sail, but it's already understood that this is the right propeller for my boat.

Thank you.

Regards,

Engin Kurtay





www.autoprop.com

CATANA 531 FITTED WITH 2x APS- 460MM

I have a Catana 531, hull #1, from 1993 called CALLISTO. She has two Volvo MD22As rated at 60HP each with saildrives.

Before the Autoprops she had 2-blade Volvo folding props. Catana originally fitted her with Max Props, which the previous owner removed because they were troublesome. I installed the Autoprops in June 01, just before crossing the Atlantic. Right after installing the props we had to motor on the St Lucie river around Stuart, Florida. I immediately noticed a speed increase from 6 kts before to 7 kts at 2,000 RPM. But the most important improvement was she was finally able to stop and to back down with good control. This was never possible with the folding props. To stop CALLISTO before with any kind of way on required full RPMs in reverse, a lot of patience and luck, especially when the wind was from behind.

During the crossing we had bad luck with a new Leisure Furl roller furling boom--but that is another story. However, because of the boom problems we wound up motoring and motor sailing about half the crossing. We were generally turning 2,500 RPM and had about the same fuel usage we used have at 2,000 RPM with the folding props. Also, there was a marked improvement in CALLISTO's maneuverability when we entered and left the various marinas we stopped at during the crossing, again especially in backing, which was totally missing before.

I hope this is of some use. If you need anything specific let me know. Unfortunately we didn't do any scientific comparisons, testing or data gathering.





Having fitted an Autoprop to my 42ft yacht in Catalina I only endorse all that was stated in your literature. I have experienced a marked improvement in the ability to maintain a good speed whilst motor sailing and whilst under power alone.

The most marked improvement is in the manoeuvrability when under way astern. The Catalina 42 has a reputation as being 'difficult' when astern but since fitting the Autoprop, tight marinas are far less of a challenge these days!





WESTERLY OCEANLORD

Dear Sirs:

I am writing to let you know how pleased I am with the autoprop installed at the beginning of this year on our Westerly Oceanlord. Not only has it made sailing much more pleasant (no rumbling noises from the rotating prop shaft, much lower risk of catching ropes or fishing nets round the prop) but we also motor about half a knot faster (at 6.5 knots) at our cruising revs of 2000. This makes a significant difference on a long trip. We are currently cruising in the Med and as we all know, motoring for long periods is (unfortunately) unavoidable.

The autoprop is not cheap, but I consider it one of the best investments I have made for our boat!

Mike Lux

Many thanks.