

The newsletter of Bruntons Propellers

## 'Sail' award for IonGuard!



**IonGuard, our innovative new electrolysis monitoring and protection device has won its first award and it's a pretty important one!**

Sail Magazine, the American yachting publication is one of the worlds largest circulation magazines dedicated solely to sailing yachts. Each year its technical journalists select a small number of products which they believe, to quote the magazine, "represent the finest and most innovative new products on the market"!

This award means that, thanks to IonGuard, Bruntons name will be added to a list of nautical 'stars' which, in the last couple of years, has included the likes of B & G, Lewmar, Garmin, Raymarine and Harken, as winners of one of these coveted awards.

IonGuard is creating a stir wherever it is announced in the world and you can read all you need to know about the product on our web site at – [www.bruntons-propellers.com](http://www.bruntons-propellers.com)



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## More growth for Varifold

**More growth in terms of both the size of the largest Varifold now available, and the numbers that we are selling.**

2007 is surely the year where our outstanding Varifold propeller became the pre-eminent propeller of choice for larger sailing yachts specifying a folding propeller. In the middle of the year we received the order for our largest Varifold to date – a 40 inch model to be fitted to a yacht being built by respected yard Perini Navi. This was followed up at the end of the year by an order for four more 40 inch Varifolds to be fitted to yachts being built in Turkish yards.

These new orders are for a pair of twin screw Turkish Gulets which are being designed by the well known Turkish designer Ibrahim Karatas. Mr Karatas is well known for designing Gulets which, together with a more modern profile have

much improved sailing performance over earlier designs; not surprising then that he should choose to specify Varifolds for his new projects.

Late 2007 also saw us receive an order for seven Varifolds of various sizes from Nautor Swan, manufacturers of Swan Yachts; these propellers will be fitted to Swans varying in size from 62 to 100 feet. The list of prestigious yacht builders who first test Varifolds on their yachts, and then decide to fit them, is growing every year; - Perini Navi being the latest to join Baltic Yachts, Swan, Southern Wind, Wally Yachts, and Oyster, all of whom are now regular customers. We take it as a great compliment to our product and our service that these companies, who are extremely careful about the equipment they fit, should choose Varifold. See more Varifold stories on the back page.

## An Autoprop on a motor yacht – surely not...

....well actually, why not? if you are looking for maximum performance in all sea states plus the best possible fuel consumption, and you have entered a competition which requires you to take your motor boat across the Atlantic using less fuel than everybody else, perhaps you should.

To find out more, turn to page 2....



The number of satisfied Autoprop owners around the world continues to grow and here are just a few of the stories that have come to us in the past year. Some are more unusual than others but all demonstrate Autoprops performance and versatility. If you have an Autoprop, or a Varifold and a story to tell we would be pleased to hear it.

## An Autoprops Atlantic crossing... on a motor yacht

**Autoprop has been around since the early 1990's and it is true to say that the vast majority have been fitted to sailing yachts but, there are excellent reasons for more to be fitted to displacement motor boats.**

Consider the case of this pretty little French trawler style yacht whose owner is preparing to take her across the Atlantic, as one contestant in a fleet of identical yachts, to see who can get there using the least fuel. With most contestants probably using the standard fixed propeller this contestant, who was dissatisfied with the fixed props performance, has been looking for ways in which he can really make a difference. His search took him to our French agents Wenex who advised an Autoprop.

Although at the time of writing full trials have not yet been completed the Autoprop is already proving its worth. The owner reports to reach the hull speed of 6 knots he now only uses 1200rpm compared with the 1500rpm required by the fixed propeller. The vessel is not stopped so easily when driving into a head sea, a result of the propellers unique ability to 'autopitch' to suite conditions, and the fuel consumption at 3.2 litres per hour is less than the manufacturers' expectations for the boat with a standard propeller. Obviously we wish him well!

## ERMINTRUDE'S AUTOPROP

**...and how about this for another unusual, but very sensible use of an Autoprop...and again it is on a motor vessel.**

Ermintrude is a 24 metre Dutch barge. Her owners where looking for a propeller to use on the barge's wing engine and chose an Autoprop for several reasons. Most important of these the Autoprop provides maximum thrust astern as well as in ahead, pretty important when you only have 35hp available to stop 45 tons, and its unique self pitching design means optimum thrust is provided throughout the rev range. While the barge is usually running on its main engine the owners have found that the wing engine, apart from providing valuable back up, has also a primary engine role in canals and other quiet waters where speed is not paramount and peace and quiet are. We will be publishing the full story of Ermintrude's Autoprop, together with the French Trawler on our web site, so you can find out more there.



## Quotes from 'sailing' Autoprop owners...

*Before we had the Autoprop the average rpm of the motor was 2700 rpm. Now we make the same speed through the water with the motor running 2000 rpm. We are enjoying less noise and reduced fuel consumption.*

*Jan and Marianne Stenqvist – Bavaria 34.*



*We covered about 20.000 nautical miles, mainly in the Baltic waters. The total fuel consumption was 2254 litres. Divided by the number of engine hours (1977), the result is a remarkably low average figure of 1.14 litres per hour. Remarkable indeed if we consider that it includes the fuel used for heating. We usually run the engine at 1500 rpm, which gives the yacht under favourable conditions a speed of 5 knots. In light winds the yacht is a bit under canvassed. In those conditions we often make use of the engine combined with the sails, mostly at about 1000 rpm. The result is very good because of the variable pitch of the propeller.*

*F. Kesteloo – 36ft steel yacht.*



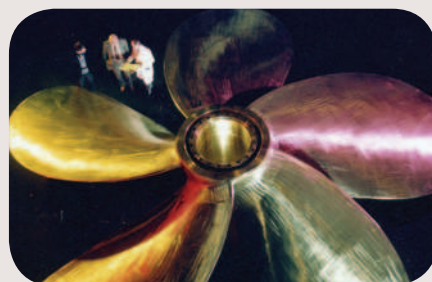
*I eventually bit the cash bullet and fitted Autoprops. What a difference! I get an extra two knots when motor sailing with the engines at 2200 rpm..... the BIG change is when I am motoring into the waves. The cat doesn't slow down like it used to, and accelerates better once over the wave. The feeling of available power from the engines is superb as the "bite" is so much better. I did some tests in calm water. The ----- props had trouble in getting the boat speed to 8.5 knots flat out; the Autoprops achieve this easily at about 25 to 2600 RPM... The owner of a St Francis 44 catamaran after changing his two blade folding propellers for Autoprops.*

# The SMM group and Bruntons!

**All propellers require careful design! When you look at them they seem so basic but, just the slightest error can mean a propeller which produces less power than it should, or because it is not perfectly balanced vibrates, or allows cavitation to take place, which can not only be noisy for the vessels passengers but could be causing damage to the propeller itself.**

Propeller design is a fine balance of many factors, including the pitch and the rake and skew of the blades, together with information on the engine, the gearbox, and the shaft to which it being fitted. Some vessels have particular requirements, for example naval vessels will often put quiet running as one of their main requisites, and all of these, sometimes conflicting needs, have to be taken into account before the design team can attempt to provide a solution.

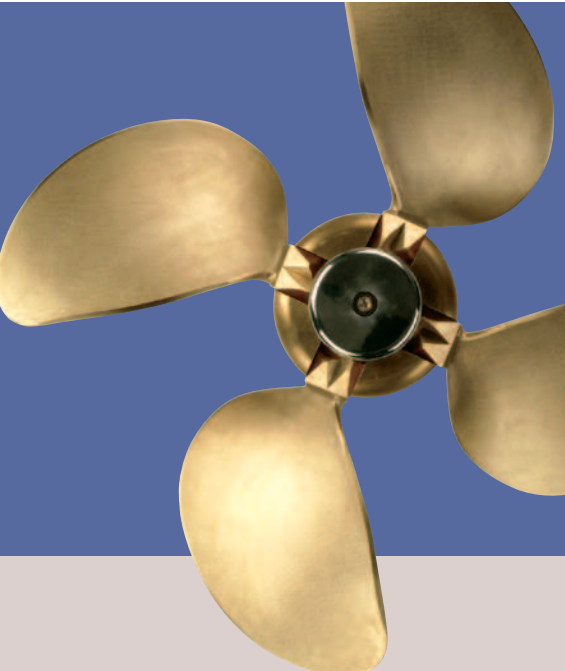
What makes us, at Bruntons Propellers stand out, is the amount and depth of the resources that we have available to us by virtue of our position as a member company of the SMM Group of propeller makers. One of the largest propeller manufacturing groups in the world, SMM has research and development knowledge in depth, and there can be few vessel types that we have not designed propellers for. From the largest of commercial ships to high speed ferries, from fishing vessels to nuclear submarines, and of course, at Bruntons, one of our own specialities, the design and manufacture of a range of different designs for pleasure craft of all types and sizes.



It is important to remember however that, unlike many other companies producing propellers for yachts; by virtue of our position within the SMM group we are able to tap into a vast amount of knowledge and expertise to produce our products. The sort of expertise which enabled us to provide a four blade folding propeller for a yacht with a 750hp engine; others tried before us and failed!

Pictured on this page are just a few of the many large ship propellers produced by our group. Their size is given away by reference to the human being that you will find somewhere in each picture. The wealth of knowledge that produced these propellers is used everyday by us, whether it is an Autoprop or a Varifold to go with a 15hp engine, or something much larger.





## ...and yet more for Varifold

**Varifolds unique abilities are, as we discuss on the front page, winning more and more friends the world over.**

The propellers ability to deliver powerful performance both ahead and astern with the lowest levels of noise and vibration mean that large sailing yachts, some of which would have otherwise have been fitted with CPP propulsion systems, can now utilise the simplicity of a folding propeller. Pictured on this page are yachts from three manufacturers of high quality yachts; one has been fitting Varifold for some time, the two others are relatively new recruits to the expanding list of yacht builders who either fit Varifold as standard or list it as a preferred option.

Southern Wind has now fitted 8 yachts with Varifold and is just working on the specifications for there new 110 which will also feature a Varifold.

CNB the quality French builder have decided on Varifolds for two of their projects which are currently in build, the 95 and the 100.

### Meet us at the boat shows! 2008

- Atlanta** January 9 - 13
- London** January 11 - 20
- Toronto** January 12 - 20
- Düsseldorf** January 19 - 27
- Chicago** Jan 31 - Feb 3
- Goteborg** February 1 - 10
- Helsinki** February 8 - 17
- Miami** February 14 - 18
- Istanbul** February 15 - 24
- Copenhagen** Feb 23 - March 2
- Oslo** Feb 29 - March 9
- Stockholm** March 1 - 9
- Auckland** March 6 - 9
- Madrid** March 12 - 16
- Oakland, CA.** April 16 - 20
- Singapore** April 24 - 27
- Sanctuary Cove** May 22 - 25
- Amsterdam Seaport** September 2 - 7
- Southampton** September 12 - 21
- Friedrichshafen** September 20 - 28
- Monaco** September 24 - 27
- Genoa** October 4 - 12
- Hamburg** Oct 25 - Nov 2
- Fort Lauderdale** Oct 30 - Nov 3
- Barcelona** November 9 - 16
- Amsterdam METS** November 18 - 20
- Paris** December 5 - 14



CNB 100 courtesy Luca Brenta Design



CNB 95 - courtesy Philippe Briand

Varifold is also being specified by Najad, the Swedish builder, and will be fitted on the brand new 57.



Varifold works brilliantly when motoring and provides virtually 'drag free' sailing. It is available in 2, 3 and 4 blade versions from the smallest engines to those of around 750hp, and the two and three blade versions can be fitted to either shafts or saildrives.

For more information on Varifold and all our other products please visit our web site at [www.bruntons-propellers.com](http://www.bruntons-propellers.com)