

David Sheppard

From: "Philip Theaker" [REDACTED]
To: <david@bruntons-propellers.com>
Sent: 16 July 2003 15:27
Subject: re Autoprop fitted to Sundart - 37ft dehlar

Thank you for your letter of the 11th July.

We are delighted with the performance of our new autoprop, which has exceeded our expectations. The improvement in performance has been tremendous. Previously in flat water we achieved 4.5 knots at about 2000 revs rising to a maximum of about 5.5 knots at about 2500 revs. Now we get 5 knots at about 1500 revs rising to 6 knots at 1800 revs and a maximum speed of 7.5 knots at 2500 revs. I have just returned from a cruise to the Channel Islands and we returned to Dartmouth on Friday from Guernsey. We had a slight head wind & sea so decided to motor sail and made the whole passage at 6 Knots at about 1900 revs. The engine is very happy at these revs and vibration is much lower than before and the boat seems to punch its way through waves better.

The only minor problem we have is when we want to go very slowly because we get about 3 knots at tick over, so we have to put the engine in neutral from time to time!

I think that the initial start from rest is also different in that more revs are needed at first to get the boat going & then it is necessary to throttle back. The same applies in reverse.

All the people who have been on our boat have been really impressed with the increase in speed at lower revs, which of course extends the cruising range when there is no wind. An extra 2 knots makes a large difference in a days motoring.

The only other comment is that when sailing I find it necessary to engage reverse gear to make the blades feather properly and stop prop shaft rotation.

Regards, Philip Theaker.

HS