



From Pat Manley owner of a Westerly Oceanlord.

Fitting the prop was easy, although I took great pains to ensure that the prop was securely locked onto the shaft.

With a clean hull and the newly fitted prop, I found that at 2600 rpm, my old cruising speed, boat speed was up by 0.7 knots. At the same cruising speed of 6.0 knots, rpm and was only 2200, so that's what I now cruise at. You have the full trials figures that I sent you at the time.

When secured to the pontoon, where previously I had obtained about 2700 rpm with my three blade fixed prop, I now get the rated 3600, proving that the prop is indeed auto pitching. Whereas before, at 1800 rpm when tethered there was quite a lot of prop noise, now there is none.

A very marked difference is that now, from dead in the water, there is absolutely no prop walk in astern compared to a marked 30 degree veer to port previously.

Motor sailing into heavy head seas and a force 5/6 wind, by bearing off about 20 degrees I can maintain a good six knots at around 2600 rpm. While I still get 'stopped' occasionally, with speed reducing to about 4.5 knots, acceleration back up to speed is reasonably repaid. Before, speed would often be reduced to about 2 ½ knots and I would have to bear away even more to get any acceleration.

When sailing, stopping the engine whilst still in ahead, the prop shaft continues to rotate. This could be a peculiarity of the way that the pressure to engage the clutch comes from engine torque reaction on the Yanmar 3GM 30. Even so, I get the impression that I get about 0.5 knots greater speed with the Autoprop when sailing in force 3 to 4. I have not yet tried sailing with the prop locked in astern to see what the effect of this is.

I am delighted with the performance of the Autoprop

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