



Dear David,

Re:- **Autoprop AP-6357**

I had been meaning to get in touch about your excellent propeller and would like to make the following comments which you are welcome to use in future marketing.

1. I was delighted with the technical assistance I received and especially the fitting service undertaken by your engineer at Fox's Marina without additional cost at short notice.
2. The Autoprop has considerably more grunt than its predecessor -fixed 3 bladed -prob 14 x12 (you will have to check your records) . It is much larger and more powerful. I have gained at least an extra knot under full power -now regulated to max 3100 revs and more torque under adverse conditions. Fuel consumption is better (tested on 300+ mile trip from Ipswich to Falmouth in May).
3. At low revs whilst berthing (or picking up a buoy) there is a significant delay in achieving reverse thrust from forwards direction. However if tested at 2000revs whilst going at 5.3knots -a rapid engagement of reverse (with a minimum pause in neutral!) is quite SPECTACULAR! That would be well photographing the turbulence and sending you a photo!
4. Also at low revs- casting off from my swinging mooring - it seems to take time for the prop "to bite" and achieve forward motion. OK -I could rev. up but I usually proceed cautiously until I have safely passed the mooring buoy.
5. Another unexpected surprise is the effect of engaging reverse (gently) whilst coming alongside slowly. In one direction the prop walk pulls me off the pontoon by a couple of feet, requiring another pass to close the gap and in the other direction the pontoon is clouted non too gently -unless my vigilant crew intervenes promptly. This effect is more pronounced than with the fixed prop.
6. Performance under sail alone is certainly improved -probably by 0.5 - 1.0 knots.

Yes - I am very pleased with the service, cost and improvement in overall performance. I would have no reservations in recommending this to other boat owners.

I have attached a recent photo of Whimbrel in her present rig as Bermudan sloop. She was built in Carrickfegus in 1897 as the 8th Belfast Lough O.D. to a design by FifeIII She was rebuilt in 1998-2003 and fitted with a 21Hp Nanni diesel with a port side wing shaft (not an ideal arrangement).

I hope this is helpful,

best wishes,

Ian Royston

