

Round up

Bruntons new on-line shop opens for business

From Monday 16th of January the new Bruntons on-line shop will be available from the link on our website. The shop, which will obviously be open 24 hours a day, 7 days a week, will make it much more convenient for our customers to purchase anodes and other service items for their Varifolds or Autoprops. Also available will be complete IonGuard units and spares.



Meet us at the boat shows!

2012

London Jan 6 - 15

Toronto Jan 14 - 22

Düsseldorf Jan 21 - 29

Strictly Sail - Chicago Jan 26 - 29

Atlantic City Feb 1 - 5

Goteborg Feb 3 - 12

Helsinki Feb 10 - 19

Eurasia Boat Show (Turkey) Feb 10 - 19

Miami Feb 16 - 20

Copenhagen Boat Show Feb 24 - 26 & Mar 1 - 4

Austrian Boat Show Mar 1 - 4

Stockholm Mar 2 - 11

Hiswa Amsterdam Mar 6 - 11

Maine Mar 16 - 18

Oakland California Apr 12 - 15

Lorient Multihull Boat Show Apr 18 - 22

Seaworks International (Trade Show) May 22 - 24

Sanctuary Cove May 24 - 27

Posidonia (Trade Show) June 4 - 8

SMM (Trade Show) Sept 4 - 7

Newport Sept 13 - 16

Southampton Sept 14 - 23

Monaco Sept 19 - 22

La Rochelle Sept 19 - 24

Friedrichshafen Sept 22 - 30

Annapolis Oct 4 - 8

Genoa Oct 6 - 14

Hamburg Oct 27 - Nov 4

Amsterdam - Mets (Trade Show) Nov 13 - 15

Paris Dec 3 - 11

List correct at the time of going to press

Bruntons and Stone Marine Propulsion design teams join forces

For many years the naval architects and design engineers of Bruntons Propellers and Stone Marine Propulsion, both members of the Stone Marine Group, have co-operated on propeller design matters. However in a major re-organisation the two design teams are formally coming together and will work from the Bruntons Headquarters in Clacton. Bruntons Managing Director Adrian Miles is confident that this move, together with other changes taking place within the two companies, will enhance the already very high standards of design and innovation that is a hallmark of Bruntons and Stone Marine Propulsions products.

NPT propeller cuts running costs

The NPT propeller for commercial ships held the promise of lower fuel consumption and fewer emissions and we are delighted, now the design is in service, that the promise is being fulfilled. One of the major shipping companies to order the propeller for its new builds was DS Norden the Danish ship owners and first indications, during sea trials of one of their vessels fitted with the latest version of the propeller, showed fuel consumption reductions of up to 6%. This result also bodes very well however for the following vessels in the class. They are being fitted with slow turning main engines, which will enable the NPT propeller to operate at peak efficiency and result in fuel savings anticipated to be of the order of 11%.



French Customs renew contract

Bruntons, together with their French agents Wenex, first won the contract to supply and service propulsion equipment for the French Customs fleet of vessels in 2006. The contract, renewed for a three year period from 2009 has again been awarded to the Bruntons Wenex team for 2012 to 2014. Obviously both companies are delighted with this decision by French Customs who have particularly high performance, reliability and efficiency requirements built into their contracts.

The newsletter of Bruntons Propellers

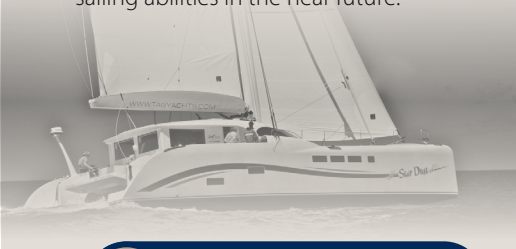
Tag Yachts



Designers and builders of Catamarans the world over appreciate the significant performance difference between fitting fixed bladed propellers and folding or feathering ones. After all, if the effect of sailing with one fixed bladed propeller is like 'towing a bucket', sailing with two must be; well, you can see where we are going with this!

With both advanced designed and beautifully engineered folding and feathering propellers in our product range it is hardly surprising that many Catamaran builders source their propellers from us. The latest to do so is Tag Yachts in South Africa who have specified Bruntons Propellers as standard on their top of the range Tag 60, the XR.

So far, we have only had motoring reports from the builder as the vessel had to motor the 400 miles from its building yard to Cape Town for the boat show there and the rig had not been fully commissioned. The journey to the show was disrupted by appalling weather which meant the yacht had to take shelter but, the non-stop run back to St. Francis Bay was achieved in 34 hours; an average motoring speed of just under 12 knots. This is some boat and we look forward to receiving word on her sailing abilities in the near future.



Talisman C

Bruntons business with builders of large motor yachts is growing rapidly worldwide. Our design and engineering expertise is regularly employed by the designers and builders of commercial and naval vessels around the world and, as leisure motor yachts get ever larger, this knowledge and experience is becoming invaluable, particularly where an advanced design calls for propulsion packages which can be equally complex.



Proteksan Turquoise, the respected Turkish builder, recently launched their largest vessel to date, the 70.5 metre 'Talisman C'. This twin screw vessel is fitted with complete shaft and propeller packages from Bruntons. During trials she not only exceeded the speed requirement in her build contract but did it with exceptionally low vibration and noise readings.

Delighted as they are with the results, Proteksan Turquoise has already awarded two further contracts for propulsion packages to us; one for a slightly larger sister ship of Talisman C which is due to be launched in 2012, the other, more recent contract, is for a 50 metre yacht.



Image courtesy of Proteksan Turquoise

Also inside

- **Mrs Socrates**
The brave single hander - just 68 years young.
- **Mohawk & Orion**
Two wonderful 'old ladies' get new propellers.
- **Torpedalo**
Peddling across the Atlantic for charity.
- **Our shop**
Spare parts and more on-line.

'Classics' go 'modern'!

Well, 'modern' as far as their propellers are concerned and, from which, they have gained enormous benefit. S/Y 'Orion of the Seas' has recently been fitted with a pair of Varifolds and S/Y "Mohawk II" a pair of Autoprops.

'Orion of the Seas' is a magnificent 162ft topsail schooner designed by Charles Nicholson and built by Camper & Nicholson. She was launched in 1910 but has only recently received the two largest Varifold propellers so far constructed. Her problem was simple, but hard to cure. She was fitted with a pair of flat bladed feathering propellers that created excessive noise and vibration. After refitting with Varifolds the problems have been eliminated. Noise levels have fallen dramatically and very little vibration is transmitted to the vessel; as an added bonus 'Orion' now cruises at 11.7 knots compared with 11.2 knots before and, at maximum revs, she can now reach 13 knots.

The 92ft long 'Mohawk II' is owned by Sjøkorpset, a Norwegian charity that introduces young people between the ages of 10 and 15 to sailing. Built in Shoreham and launched in 1902 the change to Autoprops was mainly to improve performance under engine. The results: "The overall performance when running at different speeds is good; with 1200 rpm at the diesel we have approx. 6-7kn, at full throttle, 9-10kn"



A pedalo across the Atlantic

Is it a pedalo? No it's a Torpedalo

The target? Raise £250,000 for charity by pedaling a boat 3000 unassisted miles across the Atlantic Ocean. Well of course, as you can see from the image this is no ordinary pedalo. In fact it is a state of the art small boat which uses pedal power to propel itself; pedal power provided by two very brave young men, Mark Byass and Mike Sayer who are raising the money for the Motor Neurone Disease Association and the Make a Wish Foundation. Our involvement? To provide our intrepid pair with a custom designed and built propeller that will get the most efficient power out of every push on the pedals whilst still allowing them to pedal for a considerable number of hours every day. We are delighted to be involved and you can be too. Go to the Torpedalo website at: www.torpedalo.com to find out more.



The 'single handed' grandmother

By any standards Jeanne Socrates is a remarkable lady. She has endured many hardships in her sailing 'career', but this has not stopped her attempting to be the first grandmother to sail around the world, single handed, non-stop. She completed a single handed circumnavigation on the 6th of May 2011, but this involved several stops along the way to carry out repairs to her Najad 38 'Nereida'.

Jeanne, 68, is hoping to make another attempt at a non-stop circumnavigation shortly. Her yacht is equipped with an Autoprop and she is full of praise for the propeller. She keeps in regular touch with us and in a recent message made the following remark:-

"You're getting lots of enthusiastic recommendations from me to people everywhere about the prop's performance!! (I invariably quote to them our finding that on replacing the Volvo standard prop with our Autoprop the revs were reduced to 1500 from 2000 for the same speed in similar conditions...!). It's a lovely piece of engineering... and performs impressively"

You can read much more about Jeanne and her exploits on her website. <http://www.svnereida.com/>



Another Southerly gets the Bruntons treatment

Last year we reported on the 'eye popping' improvement in performance that greeted the owners of a Southerly 57 after fitting a four blade Varifold to their boat.

This year another Southerly; this time it's a 49, has similarly had its performance considerably enhanced, but this time by fitting an Autoprop. If you recognise the couple in the picture it's not surprising. They are Paul and Sheryl Shard and they present the Distant Shores sailing TV series which is broadcast on the Travel Channel in the UK and Europe, and on channels in the USA and Canada. Paul describes how, during the first few trips in the new boat, they felt that they were just not getting the performance out of her that they knew she should be capable of.

The fitting of an Autoprop changed all that as Paul remarks: "We have since sailed 4,000 nm from England to Ireland, Scotland, Norway and south to France using the Autoprop and have gained over an extra ½ knot in speed and almost a knot in light winds. It's made a huge difference to the performance of Distant Shores II".

