



To an Autoprop, age doesn't matter

The three beautiful old ladies pictured on this page have each been re-propped with Autoprops by their owners; decisions which prove quite conclusively that it is not just the young that can benefit from the latest technology!

Meet us at the boat shows!

2007

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|-----------------|-------------------|
| London | January 5 - 14 |
| Toronto | January 12 - 21 |
| Düsseldorf | January 20 - 28 |
| Philadelphia | January 18 - 21 |
| Chicago | February 1 - 4 |
| Helsinki | February 9 - 18 |
| Miami | February 15 - 19 |
| Istanbul | February 16 - 25 |
| Fredericia | February 23 - 25 |
| Stockholm | March 2 - 11 |
| Auckland | March 7 - 11 |
| Madrid | March 14 - 18 |
| Oslo | March 16 - 25 |
| Oakland, CA | April 18 - 22 |
| Singapore | April 19 - 22 |
| Sanctuary Cove | May 24 - 27 |
| Melbourne | July 5 - 9 |
| Southampton | Sept 14 - 23 Sept |
| Monaco | September 19 - 22 |
| Norwalk | September 20 - 23 |
| Genoa | October 6 - 14 |
| Fort Lauderdale | October 25 - 29 |
| Hamburg | Oct 27 - Nov 4 |
| Barcelona | November 3 - 11 |
| Amsterdam METS | November 13 - 15 |
| Paris | Nov 30 - Dec 10 |



This is 'Sunshine' a stunning William Fife design. Her owner wrote to thank us for the significant improvement in performance and fuel economy he obtained, which was demonstrated one windless period in the Indian Ocean. With five days steaming left and with what they thought would be one days fuel they managed to make port using the engine at very low revs, "thanks to the variable pitch".

Another Fife design is 'Whimbrel'. Built in 1897 at Carrickfergus and rebuilt between 1998 and 2003. Her owner has made many positive comments about his Autoprop since replacing the yachts 3 blade fixed prop - "...more powerful. I have gained at least an extra knot under full power...more torque under adverse conditions....fuel consumption is better (tested on a 300+ mile trip to Falmouth) a rapid engagement of reverse whilst going at 5.3 knots (with a brief pause in neutral) is quite spectacular ...performance under sail is certainly improved by .5 to 1.0 knot.



Finally here is a Harrison Butler Omega design whose owner said in his letter to us, "My three blade Autoprop has been a success in all aspects, under power the revs are much lower to maintain the same speed. Prop walk and prop wash are considerably reduced even with the offset prop shaft, also the helm is much lighter when going full ahead. Stopping distance has been considerably reduced also. Sailing performance has improved dramatically and this 1936 Omega design Harrison Butler now sails as it was designed to do".