

Autoprops Satisfied Customers

Every year many of our satisfied Autoprop customers get in touch to tell us of the success they have had with their propeller. Here are just two examples, of a pretty extreme nature, which demonstrate the strength and abilities of a unique propeller – the Autoprop!

Antarctic Ice

It's hard to imagine a more extreme test than this! Steven Wilkins is Skipper and expedition leader with Xplore Expeditions. Below are some of his comments regarding the Autoprop fitted to his Challenge class, 67 foot yacht, which has a 130hp Perkins diesel.

"What I needed was power, reliability, simplicity, economy, and low drag when under sail.

Based on over 300,000nm of sailing experience I know that this was a tough ask of any piece of equipment ...but the Bruntons Autoprop propulsion system has not missed a beat.

In the 13,500nm we covered last year, we averaged 6.7 litres per hour (inclusive of gen-set and diesel heaters) in motor sailing or straight motoring.

The design allows for continued auto adjustment of the blade angle as the RPM's increase to ensure maximum thrust, giving less fuel consumption; and when we need the "grunt" in pack ice or hellishly windy conditions, it holds the power where you need it.

Under sail: our boat speed increases between .75 to .9 of a knot without a single squeak or sound of movement -- even when the yacht is in surfing conditions over 14 knots.

The Bruntons Autoprop has obviously played a major part in our superior performance this season, and has certainly lived up to my expectations. Can I say I am happy? Yes: Bruntons has delivered a great propulsion system for the toughness of the Southern Ocean and Antarctica."

From Arctic to Antarctic



Danish sailors Kirsten and Kim Bork Mathiesen have so far sailed 35,000 nautical miles on their First 42, using their Autoprop for 2500 hours. Their feelings for their Autoprop are summarised below.

"When we bought our First 42 we believed that there was something wrong with its funny looking propeller! The salesman, an experienced boat builder, explained that it was an Autoprop and, by the way, the best propeller existing.

So far we have only good things to say about the Autoprop. From Arctic to Antarctic we have benefited from excellent fuel economy as well as fast and safe propulsion. At economic speed (5.5 to 6 knot) we are using about 2 litres per hour. This is well done for an 11 ton boat with a 25 year old Perkins 4-108!

On our last trip from Cape Horn and through the Chilean Archipelago we had the best fuel economy of all boats of the same size on this route. – Very important when most of the sailing is taking place on engine and there is far between the refuelling possibilities! Also when we need power the Autoprop has never let us down.

When we are using both sail and engine at the same time, only a few revolutions is needed to add another couple of knots."

