

The number of satisfied Autoprop owners around the world continues to grow and here are just a few of the stories that have come to us in the past year. Some are more unusual than others but all demonstrate Autoprops performance and versatility. If you have an Autoprop, or a Varifold and a story to tell we would be pleased to hear it.

An Autoprops Atlantic crossing... on a motor yacht

Autoprop has been around since the early 1990's and it is true to say that the vast majority have been fitted to sailing yachts but, there are excellent reasons for more to be fitted to displacement motor boats.

Consider the case of this pretty little French trawler style yacht whose owner is preparing to take her across the Atlantic, as one contestant in a fleet of identical yachts, to see who can get there using the least fuel. With most contestants probably using the standard fixed propeller this contestant, who was dissatisfied with the fixed props performance, has been looking for ways in which he can really make a difference. His search took him to our French agents Wenex who advised an Autoprop.

Although at the time of writing full trials have not yet been completed the Autoprop is already proving its worth. The owner reports to reach the hull speed of 6 knots he now only uses 1200rpm compared with the 1500rpm required by the fixed propeller. The vessel is not stopped so easily when driving into a head sea, a result of the propellers unique ability to 'autopitch' to suite conditions, and the fuel consumption at 3.2 litres per hour is less than the manufacturers' expectations for the boat with a standard propeller. Obviously we wish him well!

ERMINTRUDE'S AUTOPROP

...and how about this for another unusual, but very sensible use of an Autoprop...and again it is on a motor vessel.

Ermintrude is a 24 metre Dutch barge. Her owners where looking for a propeller to use on the barge's wing engine and chose an Autoprop for several reasons. Most important of these the Autoprop provides maximum thrust astern as well as in ahead, pretty important when you only have 35hp available to stop 45 tons, and its unique self pitching design means optimum thrust is provided throughout the rev range. While the barge is usually running on its main engine the owners have found that the wing engine, apart from providing valuable back up, has also a primary engine role in canals and other quiet waters where speed is not paramount and peace and quiet are. We will be publishing the full story of Ermintrude's Autoprop, together with the French Trawler on our web site, so you can find out more there.

