

The newsletter of Bruntons Propellers

IonGuard's on duty!

Imagine an anode system for your boat which offers:-

- **Protection for your boat from electrolysis and corrosion**
- **Quick and easy anode replacement afloat**
- **Simple retraction when racing**
- **Corrosion monitoring without slipping**
- **An anode easily changed for salt or freshwater use**
- **Suitability for all vessels, sail or power**



... this is just what our remarkable new product **IonGuard** does offer!
Read all about it on page 2.

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- **'Old ladies' benefit from Autoprops**



Image Courtesy of Oyster Marine

Oyster select Varifold

Oyster Yachts, a world leader in the production of high quality semi-custom sailing yachts, have selected Bruntons four blade Varifold propeller as the standard unit on all their yachts from 62 feet upwards.

Oyster are renowned the world over for the quality, not only of the yachts they produce, but also the equipment they fit to them and they have not taken this decision lightly. It follows months of trials on various yachts, during which time it became very apparent to the company that Varifold is a propeller which is markedly superior to those previously fitted.

A well designed propeller is essential to ensure the low levels of noise and vibration which owners of all yachts expect, especially those purchasing such a respected marque as an Oyster. Unlike other folding propellers Varifold not only

features four blades, with the thrust and balance benefits they bring, but the blades themselves have proper shape, reducing unpleasant acoustic anomalies to a minimum.

Varifold is able therefore to provide the power and balance of a fixed propeller with all the benefits that a folding propeller gives a yacht under sail. These are attributes that Oyster have fully recognised in their decision to fit Varifold propellers to their larger yachts.

In addition to fitting Varifold as standard, several Oyster Yachts already in commission have been re-propped by their owners with Varifolds or Autoprops. We are delighted to supply Oyster and welcome them to the growing number of high quality manufacturers specifying Varifold; a list which includes Baltic, Swan and Wally.

The One Stop PROPELLER shop

Whatever type or size of yacht you own, or kind of propeller you require, at Bruntons we design and manufacture it; this makes us the best people to talk to for unbiased advice. Sean O'Laoire switched to an Autoprop when he bought his current yacht, a Dehler 28. To quote Sean, "Although I have had the Autoprop for just a few months, I am absolutely delighted with it. It is so smooth, powerful and quiet, and fuel economy is strikingly improved."

Like Sean you can feel confident that within our range of Autoprop, Varifold, surface drive or fixed propellers we can provide you with exactly the right propulsion solution...and for those really difficult problem boats there is always our custom propeller division.



IonGuard's on duty

IonGuard is a remarkable new product, and much as we would like to say we designed it, that honour goes to Malcolm Perrins who already has one highly successful marine invention to his name with the 'Fender Step'. We have no doubt that he has another winner on his hands and are delighted to have had the opportunity to work on the final development of the product and to be responsible for its manufacturing and marketing.

With IonGuard, Malcolm has taken a fresh new look at a problem which has troubled virtually all boat owners for hundreds of years. The problem is that of electrolysis and the subsequent corrosion this can cause. It is a problem which can have very damaging and costly consequences, and if it causes a mechanical failure at the wrong time, could certainly be boat, and therefore life, threatening.

It is quite amazing that with all the technology available, sacrificial anodes have changed very little since their invention 180 years ago; until today that is, with the launch of IonGuard!

Most boat owners think little about the anodes they fit to their vessels. 'Out of sight and out of mind' is too often the case until the day the boat is slipped and it is apparent that destructive forces have been at work on the propeller,

prop shaft or other underwater metal fittings. So destructive can electrolysis be that, within a season, it is quite possible for a propeller to be damaged beyond economic repair.

Now, with the invention of IonGuard, comes a monitoring system which allows boat owners and operators an easy and effective way to check that underwater fittings on their boats are being protected. If things are going wrong, an IonGuard will give you the early warning needed to sort out the problems, before they have time to cause damage.

IonGuard is much more than just a monitoring system however! On very small boats, an IonGuard on its own is capable of providing sufficient protection, without the use of additional hull, propeller or shaft anodes. Boat owners, whose vessels operate in both fresh and salt water, can easily change anodes to one containing the right material as they move from saline to fresh water and vice versa.

Racing sailing yacht and high performance motor yacht owners can reduce drag by retracting their IonGuards to get the most out of their vessels.

All of the advantages of fitting IonGuard to a vessel are available without slipping the boat or employing a diver. For many owners just one saved haul out and re-launch of their vessel will cover the cost of an IonGuard unit. ...a unit which will continue to give service for many years with ever increasing savings.



IonGuard is available with bronze, stainless steel and plastic through hull fittings, to cover all types of hull construction material and the anodes can be supplied in zinc, aluminium or magnesium depending on the water salinity they will be used in.

To read more about the effects of electrolysis and how you can help protect your yacht go to the IonGuard section of the Bruntons web site at www.bruntons-propellers.com/ionguard.

AUTOPROP 'SAVES' ELAN 434

We are always pleased to hear from our customers and occasionally we receive stories which are significantly more than just performance improvement details. In the case of Alex and Philip Fleigs Élan 434 they believe they owe the survival of their yacht to the Autoprop they retro-fitted to their boat, which had already proved itself in fuel savings and extra power.

Anchored just 10 meters from the shore in Croatia they were suddenly hit by a local wind know as the Croatian Bora. The on-shore wind leapt from just 5 to 35 knots in a matter of seconds. Desperate to get offshore, they are convinced that it was the thrust of their Autoprop which enabled them to first break out their anchor, and then to motor off, in the rapidly growing short steep sea which Philip estimates reached nearly 2 metres high.

Philips' own comments sum up his feelings. "I know there is no way we could have got our boat to do that with the standard prop we originally had. Thanks again for an awesome piece of kit. It wasn't cheap but was absolutely worth it!"

French Customs appoint Bruntons

Working closely with our French agents Wenex, Bruntons were successful against strong local competition in winning the contract to provide servicing, spare parts and new equipment for all French Customs vessels. The contract, which also requires the provision of technical advice on propulsion matters, has seen Bruntons already providing new bearings and propellers as well as carrying out propeller repairs.

French Customs are currently building two new 40 metre patrol craft, both of which will be fitted with propellers and stern gear supplied by Bruntons custom division. Bruntons and other companies within the group to which Bruntons belongs regularly supply propellers for use on warships and other 'high tech' craft.

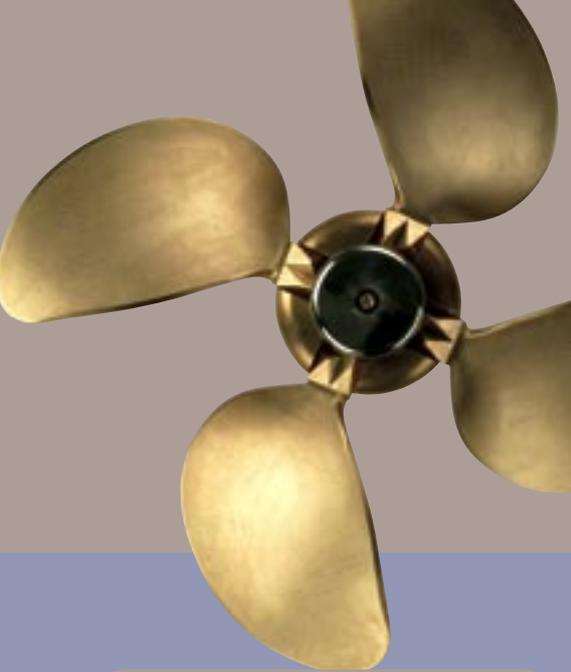
These propellers, all of which have to be to the highest quality, are often also at the cutting edge of propeller design. The development of these propellers, their design and manufacture, ensures that Bruntons stays at the forefront of propulsion technology. Technology and experience which is also used in the propellers we build for other commercial craft as well as sailing and motor yachts.



Powerful enough to waterski!

Take one Silhouette 760, manufactured by Matrix Yachts, fit it with twin Varifold propellers and apart from having a very fast sailing yacht, you also have one which is quick enough under power to provide some waterskiing fun, as can be seen here.





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

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".