

figures. Runs were taken in both directions to eliminate the influences of wind and tide.

I posted this information off to Darglow and a few days later received an email from technical sales engineer Nick Gifford suggesting an increment in pitch and predicting a mid-range increase in thrust and a reduction in full load engine revs.

After a phone call and a talk with Nick I ordered the kit (it comes with everything you need) and it arrived the next day. There are tutorials online and there were detailed instructions in the kit, so I won't go into all the details on how to fit pitch adjustment cassette.

Suffice to say the rope cutter had to be removed to gain enough space to withdraw the cassette and fit the new one. I was pleased that the change was uneventful bearing in mind I was working just above low tide with the boat on the hard.

The following morning I repeated the speed trials. There was an increase in mid-range speed of about half a knot and full speed increased by 0.3 knots to 6.4 knots, while maximum engine revolutions dropped as predicted. With the soundproofing and reduced revs there is a decrease in engine noise.

In conclusion it is a satisfactory result. The next test will be in motor sailing and on a passage.

In my case I had the benefit of an ability to alter pitch with manufacturer support but I would suspect many other variable propellers are adjustable and a worthwhile endeavour. The first action is to check your engine specification for maximum revs and then carry out a speed test. If the result is like mine with maximum speed reached before maximum revs then improved performance could be possible.

## Dan buoy flag protection

Alex Blackwell got sick of flags flogging and shredding offshore

Like many offshore boats we have a dan buoy which is mounted outboard and attached to our rescue horseshoe lifebelt.

Having had to replace the flag a few times, despite having had a series of canvas covers which wore through in the course of longer offshore passages, we needed a more permanent resolution to the shredding flag syndrome.

The result was quite simple (another K.I.S.S. idea). We gently heat softened and folded closed one end of a length of PVC drainpipe.

We drilled a hole in this and attached a lanyard. The lanyard was then attached to a suitable shroud with a bowline, we slid the pipe over the shroud and pushed it up the shroud with the dan buoy stick.

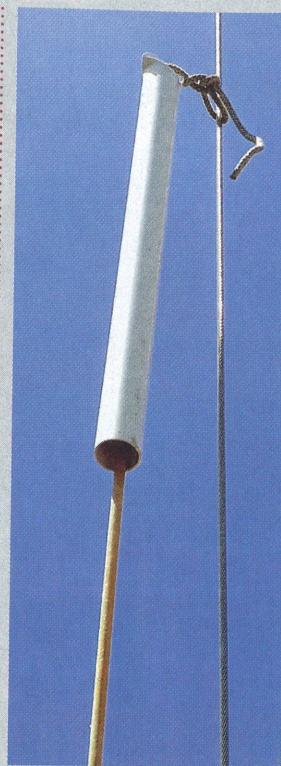
Gravity has held it in place for countless days at sea



**Dan buoy flag cover is tethered to the backstay and held in place by gravity**

already, but if we were to have to deploy the dan buoy the pipe would easily slip off and stay behind.

No more shredded flags and no more worries.



**Alex Blackwell is co-author of the best-selling book *Happy Hooking, the Art of Anchoring*. Read his latest review of the Knox Anchor on page 62.**

## What is the Italian for...?

Gilbert Park's idea makes overseas marina admin easy

My French is fairly proficient, but when I was in Italy recently (I don't speak Italian), I started work on a document that would give the marina office all the information they would need about the boat, me and my crew. I then added questions I needed answering. The result is in the image to the right.

I made my own in Powerpoint, but this one is available to download from the PBO website.

The first part is all the information I have ever been asked about the boat – its name, dimensions, number of crew, make and model and engine size.

The next part is information about the skipper/owner.

The final part is three essential questions to ask the office: where can we find the rubbish disposal point and the showers, and what is the wifi code?

■ [pbo.co.uk/overseas-marina-info](http://pbo.co.uk/overseas-marina-info)

### Marina Office Check In

Your Boat picture to go here

Engine details

Boat Name

Number of Crew

Name

Address



Contact



email

