

# Cargo Hold

BY TONY BESSINGER

## Gettin' Back to the Dock

Losing propulsion aboard a single-screw vessel can be frightening and even dangerous, but it doesn't have to be. A few years ago, inventor Ronald Voegeli patented a system he called the Bayview Auxiliary Tug Drive (BAT). Mounted on a vessel's propeller shaft, near the transmission, and powered by either the boat's genset or a stand-alone engine, the BAT drive takes over when the main diesel goes down.

It provides continuous propulsion and is capable of turning the prop shaft without rotating the transmission's components. While useful (very useful) for dead-engine emergencies, the BAT can also be used for low-noise, early-morning departures, low-speed trolling and saving fuel.

Recognizing a good idea, Wesmar, a manufacturer of bow and stern thrusters, roll-fin stabilizers and hydraulic systems,



has purchased the patent from Voegeli, renamed it the Auxiliary Propulsion Unit (APU) and made plans to manufacture and distribute the system in early 2008. "At relatively minor cost, the generator becomes the redundant engine," says Wesmar's Bruce Blakey. "The unit is attached permanently on the propeller shaft and is ready for immediate use."

Maintenance of the BAT/APU Drive consists of a visual belt inspection after each 100 hours of use. The drive should be

run for a minimum of one hour every six months to prevent belt memory. Lubrication of the drive is not required, as all bearings are permanently lubricated. Pricing depends upon transmission make and model, shaft diameter, generator kW rating, PTO size, and prop diameter and pitch. 425-481-2296, [www.wesmar.com](http://www.wesmar.com)

## A Well-Appointed Windlass

Windlasses don't have to be good looking, they just have to work well and be dependable. Still, with aesthetics becoming such an important part of boat design these days, it doesn't hurt to have a good-looking windlass on the bow. Maxwell Marine's new RC10 Rope/Chain Windless fills that bill.

The high-tech, fully automatic RC10 Windless is constructed from marine-grade chromed bronze for a long service life. A heavy-duty stainless-steel pressure arm with a special

gypsy firmly grasps the rope or chain of a combination rode for what the manufacturer claims is an unparalleled level of performance. The RC10 windless can retrieve and deploy short-link chain up to 3/8" and line of up to 5/8" in diameter.

Featuring a sealed-oil bath and hard-anodized alloy, the gearbox delivers a highly efficient retrieval rate. According to Maxwell Marine, the stripper assembly has been designed to provide years of trouble-free use. A large through-deck hawse-pipe throat should ensure easy entry and exit of the rode into and out of the anchor locker.

A straightforward, two-piece design means less installation and service time at the boatyard, and the windlass is simple to retrofit without disassembly. The RC10 comes with a 1,000- or 1,200-watt motor and can be operated from helm-station controls or via optional foredeck foot switches. A Max Grip capstan-drum version is available, and the RC10 comes with a three-year limited warranty. \$2,700, 714-689-2904, [www.maxwellmarine.com](http://www.maxwellmarine.com)



## Pure Premium

Due to EPA regulations, many marinas have been required to sell low-sulfur diesel since October 1, 2007. Although this fuel and ultra-low-sulfur diesel help reduce harmful exhaust emissions, they can cause damage to marine diesel engines. They destabilize faster, have poor lubricity, contain more moisture and are more susceptible to bacterial growth than traditional high-sulfur diesel fuel.

To combat such problems, ValvTect Marine Premium Diesel is specially formulated for marine diesel engines and marine operating conditions. That's because it contains ValvTect's Diesel Guard additives, which disperse moisture, stabilize the fuel for up to two years and lubricate fuel injectors and fuel pumps.



If you use ValvTect Marine Diesel, no other fuel additives are necessary or recommended. However, when this premium formulation is not available at the pump, ValvTect Marine Fuel aftermarket additives can be used to obtain the same benefits. These can be found at most marine-supply stores.

ValvTect Marine Premium Diesel costs about the same as the typical automotive

## A Cool Cooktop

After a recent galley rehab, I've become a true believer in ceramic cooktops. They're easy to keep clean and can serve as additional countertop space when not being used for cooking.

That's why Contoure's new Designer Series ceramic cooktops recently caught my eye. The black surfaces are scratch-resistant and are equipped with thermal limiters, push-and-turn controls and a residual-heat indicator light.

Using a universal 10-amp breaker, the 1,200-watt burner offers "HiLight" quick heat for rapid warmup and a radiant element for constant and even heat distribution. The frameless design makes installation simple, and outside dimensions of the single-burner unit are just 11.8" L x 12.6" W x 3" D. Available in either 120 or 240 volts, these cooktops also come in two- and three-burner versions. Suggested retail prices start at \$359. 941-355-4488, [www.123icm.com](http://www.123icm.com).



brand, but it's only available at certified ValvTect marinas that conform to the company's strict quality-control requirements, including regular testing of fuel-storage tanks to ensure that they are free of bacteria and other contaminants. To find a certified ValvTect marina visit [www.valvtect.com](http://www.valvtect.com), or call 800-728-8258.

## Stay Digitally Tethered

When Anthony Viggiano's friend nearly lost his life in a boating accident, the Connecticut businessman, who is also an avid boater, was inspired to create a device that makes life on the water safer. Called the Autotether, this wireless system shuts off a boat's engine and sounds a loud alarm in the event that the operator, a passenger or even a pet wearing an Autotether sensor goes overboard.

Unlike the traditional lanyard kill switches that come standard with outboard-powered boats and require the operator to be physically linked to the dash, the heart of the Autotether is an unobtrusive wireless receiver that attaches to the ignition switch via a clip and is installed on the dash via peel-away adhesive strips. When a boater's sensor is submerged in a man-overboard situation, the signal between its transmitter and the receiver



on the dash is instantly broken because radio waves do not travel through water. Responding immediately, the Autotether system activates the ignition kill switch and sounds the alarm.

The system can accommodate a total of four wireless sensors, one for the boat operator and three for passengers or pets. Ignition clips are currently available for OMC #1, OMC #2, OMC #3, Yamaha, Mercury, Honda, Suzuki and SeaDoo motors. When managing editor Chris Cornell investigated the system at the Newport International Boat Show, its developer said that he would produce a version for inboard installations if demand warrants it (so call him!).

The Autotether is priced at \$295 with two sensors. The cost for each additional personal sensor is \$45. 888-593-4181, [www.autotether.com](http://www.autotether.com)