

Picture Diary Three



Above: Stern tube in place in skeg prior to being epoxied in place. A 22mm drive shaft is being used.



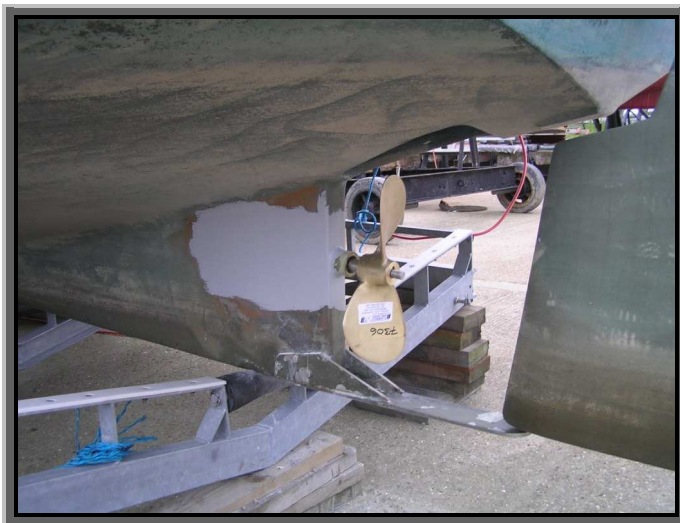
Above: The engine in its final position, fully bolted down and aligned on its custom moulding. This picture shows the engine coupling arrangement and water lubricated inner shaft seal (no need for grease lubrication or air bleeding after launching or drying out).



Above: Front of engine looking aft



Above: Engine installation looking from the cockpit. David is going to produce a hatch moulding for access which is going to have minimal interference to the cockpit.



Above: The stern tube epoxied in place- the first trial is made with a fixed two blade prop.



Above: The next trial was made with a folding two blade prop. This will improve sailing performance, i.e reduce drag



Above: Folding propeller in "sailing" position . Note how it is shadowed by the skeg and its position relative to the rudder blade.