

Products

MaxiTherm fibrous fleece



MaxiTherm, developed by Eberspacher, is a fibrous fleece material that resists damp and water ingress, over sleeved in a strong fabric.

The material is 25mm thick, produced as a quick and easy wrap-around for duct sizes 50mm-125 mm to ensure a quick and complete seal. **Enter 305 into Enquiry Service at www.ibinews.com/enquiry**

New concealed rolover cleat



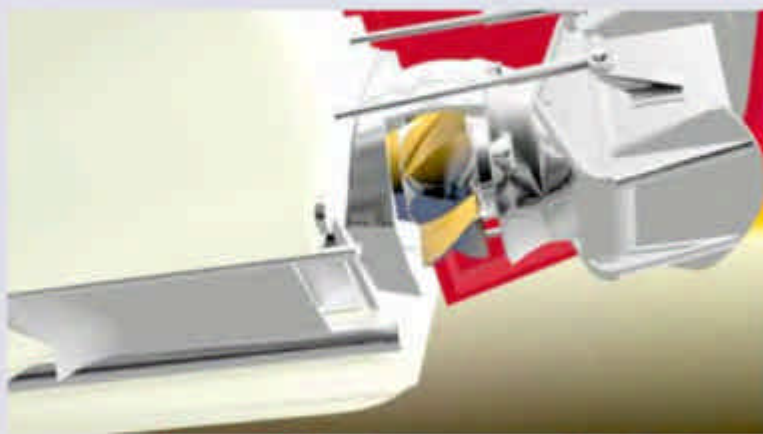
The new Concealed Rollover Cleat from Bailey Marine can be stowed away by using a rotating motion, which is deployed by a single switch operation, leaving the surface clear of any obstructions. **Enter 306 into Enquiry Service at www.ibinews.com/enquiry**

Wide mouth gear bags



To help outdoor enthusiasts bring everything they need, BoatMates Marine, a division of HCL Ltd, has developed its line of Weekender Series of Wide Mouth Gear Bags. **Enter 307 into Enquiry Service at www.ibinews.com/enquiry**

IntelliJet Marine launches advanced version of variable jet drive



IntelliJet Marine in the US has started to manufacture an advanced version of its variable geometry jet drive, incorporating a continuously variable power transmission (CVT) that is now becoming the standard in automobiles.

"Existing marine jets utilise a fixed drive system that hasn't been seen in automobiles since the Model T," claims Jeff Jordan, president of IntelliJet Marine Inc. "The IntelliJET is expected to enhance fuel economy and engine life in boats, just as transmissions have in automobiles."

The system uses a computer to control a variable pitch propeller pump, a variable nozzle and a variable inlet. The operator uses the familiar single handle control common in propeller boats. The system has two modes, manoeuvring and forward.

In manoeuvring mode, the system varies the blade pitch to follow the position of the single handle control, so it goes to forward pitch for forward thrust, zero pitch for neutral and reverse pitch for reverse thrust. Reverse thrust results from reverse flow through the system, which eliminates the need for the "backing bucket" common on conventional jets. Shifting is smooth and quick, claims IntelliJet, because the propeller is always spinning in the same direction. As the operator moves the handle forward for acceleration, the computer program goes into its forward control mode. This controls

both the propeller pitch, the nozzle to maintain efficient pump operation and also the inlet to recover hydraulic power from the oncoming water.

The company believes that this system's superior performance will answer consumer demands for greater reliability and economical operation in boats. "We expect this technology to offer manufacturers the opportunity to reduce their product liability insurance without sacrificing performance," Jordan says, "which should help encourage the acceptance of the IntelliJet in the recreational boating industry."

The company says there has also been interest in the product from the military sector, with Jordan adding that the IntelliJet technology is currently under consideration by a prominent marine architecture firm for inclusion in several military craft. Jordan also presented the technology at MACC, the Multi-Agency Craft Conference, sponsored by the US Navy in Norfolk, Virginia, in May.

The technology has been in development for over 10 years. The IntelliJet operation was originally a part of the publicly traded Marine Jet Technology Corp from 2000 to 2005, until, Jordan claims, changing rules and market conditions made that impractical.

IntelliJet Marine was spun out of Marine Jet Technology Corp in February this year.

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