

to DC. A 40-amp circuit breaker is required and connected in the positive output cable to the battery. A ferrite filter is supplied for installation on the output cable. The charger can be used to charge both conventional lead acid batteries and lithium batteries. Due to the differences between battery technologies, the charging algorithms also differ slightly and this is user definable within the app. I must state that I am unable to achieve maximum output as that is achieved at 10 knots but at 5-6 knots, I am able to get 150-watt output which is half way up the curve, so realistically I am able to charge at around 6-10 amps which is more than enough to replenish autopilot and electronics consumption. The GS Variant is for boats 0-10 knot range.



Remoran Charge Controller

The turbine unit and carriage is raised, lowered and locked in place using a supplied lifting rod that is used in conjunction with a winch handle. This allows you to lock in, rotate and unlock or lock the carriage in place and using the rod lower or raise. I had to reduce the length as it was difficult to handle. I also made sure that I have a safety line attached to both locking tool and the generator carriage. In general it has been a good edition to my charging system.

Installing a Tillerpilot on a Longbow

by Christoph Schönsleben – Idyi

Tillerpilot for Heavier Boats and Heavy Weather

I'd like to share our experience with a new tiller-Pilot-system we found and installed last year and had the chance to test on a six weeks journey into the Baltic. At 5.5 tonnes displacement when fully loaded, our Longbow Idyia is by no means a lightweight boat. While searching for a suitable and genuinely robust autopilot, I came across the systems produced by PC Nautic in the Netherlands.

Their control system is based on a Raspberry Pi computer running open-source software, combined with a nine-axis gyro sensor and a fluxgate compass. The result is an exceptionally precise steering system, fully adjustable across all parameters.

Operation

This setup reacts far more quickly than conventional tiller pilots relying solely on a magnetic compass. As a consequence, it requires much smaller helm movements and significantly less electrical power. Most importantly, however, the system copes remarkably well with a lively seaway, including running before the wind.



PC Nautic Display

The drive unit itself is extremely powerful and built to industrial standards. In other applications it serves as a gate actuator, and is further adapted by PC Nautic with rudder-angle sensors specifically for marine use.

Control System

The control unit (housing the computer, gyro and compass), the drive controller and the drive itself are all separate components, allowing for optimal installation. On our boat, the control unit is mounted in one of the cockpit lockers, where it is well protected yet easily accessible, while the drive controller is installed dry and secure in the starboard cockpit locker.

All in all, this results in a system that handles the size and displacement of our Longbow with ease. It is powerful, highly reliable and, above all, exceptionally quiet. And all this comes at a noticeably more attractive price than comparable products from the dominant market players. Communication and after-sales service have been refreshingly prompt and thoroughly competent.



PC Nautic tillerpilot on westerly longbow