Dear Nick and everyone at Ultrasonic Antifouling Ltd.

We installed the Ultra 20 Series 2 Dual Voltage system on Miss Behave, our Beneteau 50 Yacht in February 2012. At the same time we replaced our antifouling paint with International Micron Extra Black. The propeller was treated with Speed Gel. The Ultra 20 system has operated for 20 months continuously without any hull or propeller cleaning performed whatsoever.

In April 2012 the vessel sailed 1400nm across the South China Sea and back visiting the Philippines. The passage was rough with 3 days of 25-30kt winds and 4-5m seas and an average SOG of 7kts.

Upon arrival back in Hong Kong the vessel has lain in Hebe Haven Yacht Club, Sai Kung, Hong Kong, at our berth and has not sailed due to owner illness. From February 2012 until 27th August 2013 no maintenance other than regular engine runs were performed. The hull was not touched, scraped or brushed down at all nor was the propeller cleaned. We ensured the system operated 24/7/365 with perhaps only a few hours down time while a battery upgrade was performed.

The following photos were taken during and immediately after the boat was lifted on 27th August. As you will see the results speak for themselves.

This year was one of the most severe for barnacle and sea worm in our bay yet we removed less than a half a cup of small barnacles from the hull and less than half a gallon bucket of growth from the keel and rudder. The remainder of the hull was covered in a mud like slime that easily came away with a light touch of the finger.

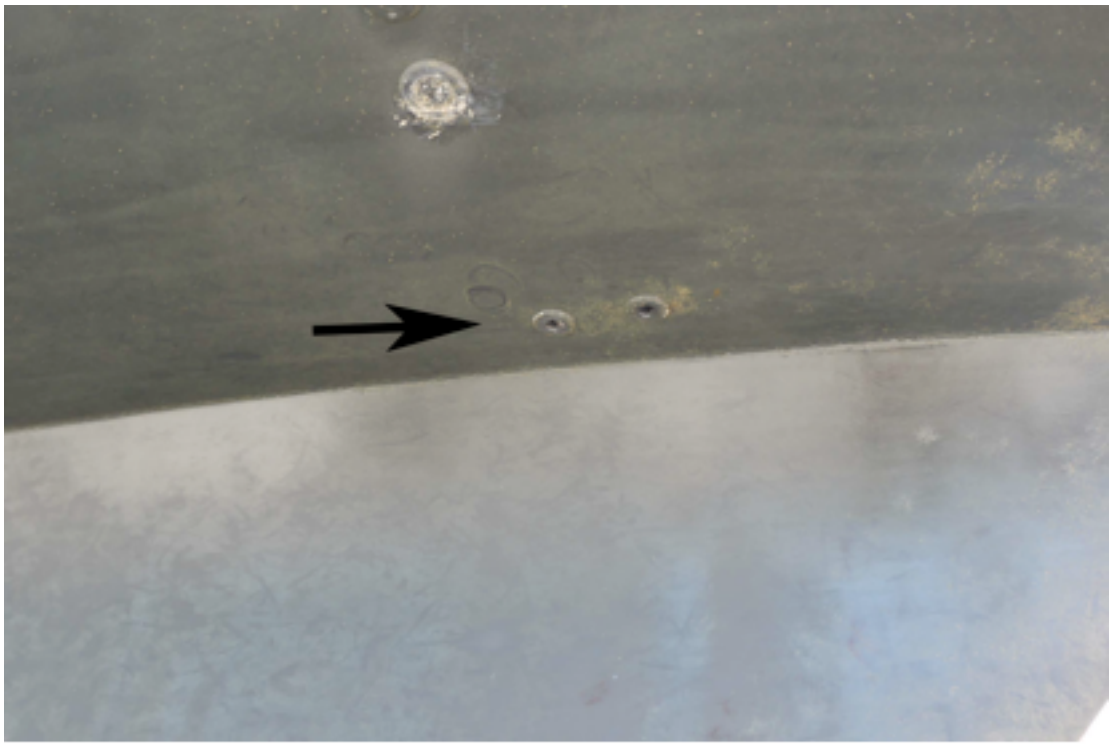
We are thoroughly delighted with the results and can recommend the system to anyone with a suitable hull. We will now go on to a 2 year trial with the intention to sail to Australia via the Philippines, Palau, New Hebrides and Vanuatu.

Thanks and again well done on producing an economical and effective system.

Kevin and Irina Shanley
SV Miss Behave
Hong Kong

1.LOCATION OF TRANSDUCERS AND CONDITION OF HULL WHEN LIFTED AFTER 20 MONTHS.

2. LOCATION OF AFT TRANSDUCER. NOTE LACK OF FOULING.



3. LOCATION OF FORWARD TRANSDUCER BOW IS TO THE RIGHT. AGAIN, THERE IS NONE OF THE USUAL FOULING.

4. BOW AND MINIMAL BARNACLE BUILDUP.

5. KEEL. FOULING POSSIBLY DUE TO ‘BUMPING’ THE BOTTOM DURING LOW TIDES.

6. ANOTHER VIEW OF THE FORWARD HULL AND MINIMAL BARNACLE BUILDUP.

7. KEEL SOON AFTER LIFTING.

8. PORT SIDE OF KEEL PRIOR TO CLEANING AFTER 20 MONTHS.