

Case study

Princess 50 MkII *Tallulah*
Kahlenberg D-0A marine air horns
M-485A sound signal timer

Kahlenberg UK



Brian and Dawne Dunton are the very discerning owners of the Portsmouth, UK-based Princess 50 MkII *Tallulah*. They chose a set of Kahlenberg D-0A marine air horns controlled by an M-485A automatic timer in order to retrofit a sound signal that could significantly boost their presence in fog when passagemaking across the English Channel to Jersey, Guernsey and North Brittany waters.

There's not much point in trying to catch Brian and Dawne Dunton on their home mooring in Haslar Marina, Portsmouth in the summer. You'll be better off looking for them in the Channel Islands of Jersey or Guernsey, or along the adjacent coast of France.

Knowledge from long experience of passagemaking in these waters has taught the Duntons just how often it is possible to experience poor visibility and in 2012 they decided to upgrade the sound signalling equipment on their boat.

Selection criteria

The name *Tallulah* was originally carried on the upperworks of a Fairline Phantom 38 and then a Princess P40. The Duntons upgraded to the London Boat Show Princess 50 MkII in 2007 and have been maintaining her in exhibition condition ever since while logging several thousand miles in waters between the Netherlands, Belgium, France and the UK.

Any equipment that is retrofitted needs to match exacting standards.

The triple chrome plated finish, seamless projectors and superyacht styling of the Kahlenberg Zero-series marine air horn range made an obvious choice to complement *Tallulah's* deck furniture.

Brian is an experienced harbour control volunteer for the Royal Navy's Queen's Harbour Master in Portsmouth and hence is acutely aware of legislation surrounding marine equipment. When retrofitting sound signals he wanted to ensure that they were

IMO-compliant and Kahlenberg's ABS type approval process provided unambiguous evidence. The D-0As had also proven in a demonstration that they were going to be very audible in difficult conditions and distinctive when manoeuvring around the harbour.

Dependability was also a requirement, given that the Duntons have experienced failure of sound signals in the past. Kahlenberg marine air horns are inherently reliable even in severe weather and not prone to the kind of failures that can ensue from water ingress in electronic units. To further boost reliability the air supply was specified to be a robust Kahlenberg P449-18 compressor set. The very low air consumption of the D-0As means that this compact compressor and air reservoir can be used.

To provide a means of automatically generating the necessary sound signals according to the IMO Regulations for Preventing Collisions at Sea Brian specified a Kahlenberg M-485A sound signal timer. This provides automatic sounding of *Tallulah's* air horns whether underway or stationary and enables Brian to fully focus on the task of watchkeeping when an inevitable band of thick Channel Island fog is encountered.

Installation

Retrofitting *Tallulah* proved straightforward. The existing sound signal wiring loom and upper and lower helm horn buttons were reutilised and the only modifications required were to upgrade the breaker and extend some cabling.

Tallulah had a locker space on the flybridge that was not utilised in day-to-day cruising and that made for a convenient location for the air compressor set. Once the tank is charged the compressor runs only when the horns are sounded and hence motor noise is not a factor although it is equally possible to mount the compressor and reservoir a further distance away in the engineroom without loss of efficiency.



The M-485-A sound signal timer at *Tallulah's* lower helm

The marine air horns were mounted on the flybridge brow where they face forward as prescribed in the IMO ColReg requirements. The two-button M-485A sound signal timer was located at the inner helm station.

Conclusion

Tallulah now has a superyacht quality sound signal to match her superyacht looks and Brian is delighted, both with the look of the installation and with the grin-inducing sound of the Kahlenberg D-0As when operated.

Of particular importance this particular vessel is now spending her sixth season in Channel Island waters with the security of a fully tested sound signal system to help keep her safe should poor visibility strike. 



Brian Dunton aboard his Princess 50 MkII *Tallulah* with her newly installed Kahlenberg D-0A marine air horns