Electronically Controlled Marine Jet Propulsion

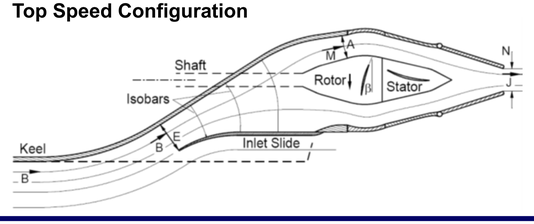
WHY CAN'T A BOAT BE MORE LIKE A PLANE?

Or a car . . A refrigerator . . Or even a washing machine?

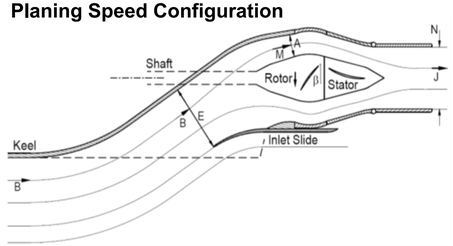
All of them are more energy efficient through the use of electronic controls, like the

Variable Marine JET

Top Speed Configuration



Planing Speed Configuration

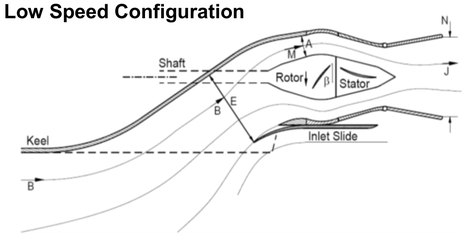


Efficiently Converts Power to Thrust under Varying Loads and Speeds

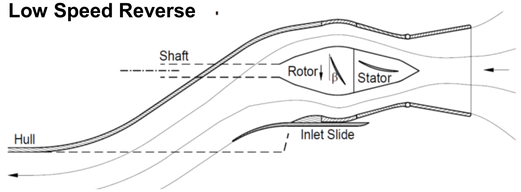
- → **High speed** capability
- → **Higher thrust** at low speeds
- → Much **higher fuel economy** at lingering and cruising speeds
- → More **load carrying** capacity
- → Greater **safety margin** getting up on plane
- → **Longer range**
- → Efficient reverse flow — no reversing bucket
- → Back off beach without big noise, dredging holes, ingesting debris

- → Works with all common motors, including **hybrid and electric**
- → Microcontroller easily slaved to autonomous controls
- → Greater freedom in hull design for **shock reduction**
- → Controllable pitch propeller
- → Continuously variable power transmission
- → Optimum engine efficiency and motor life

Low Speed Configuration



Coanda Effect
Low Speed Reverse



As a result of the **Coanda Effect** reverse thrust flow clings to the bottom of the hull so it does not disturb the debris, nor dredge it up into the inlet to damage the pump, as is common with reversing bucket designs.

BEFORE

Fixed Jet —- Korean War Vintage F-86

- → No controllable features
- → **Like conventional marine jets**

AFTER

First Variable Jet —- 1960's SR-71

- → **Controllable inlet**
- → **Internal flow controls**
- → **Controllable nozzle**
- → **Like variable marine jets**

IntelliJet™ Marine, Inc

IntelliJet Marine, Inc.
power.iiJet.com
Jeff Jordan
425-785-5431