

DRIVING SPRAYERS

ISSUE 4 | SUMMER 2024



BATEMAN



JASON BATEMAN

When the going gets tough

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Take a picture, share and tag with #TEAMBATEMAN.

The first Bateman sprayer was designed by my Father to help him continue spraying when faced with difficult conditions.

Lately, we've experienced 4 seasons in one day, everyone has been out spraying at the same time from Spring Maize to Potatoes. Because our machines travel so well on soft ground, it's been good to hear from customers who, in spite of mother nature's best efforts, were able to travel their fields whilst others couldn't.

From the very beginning, we've designed our machines to leave a small footprint on the land. The optimum weight/tyre ratio distribution of a Bateman is now further enhanced by developments in tyre technology. We're working closely with customers to specify the right tyre for their individual needs, one such customer is Turney's Limited, you can read their story on page 4.

We invest heavily in maintaining healthy stocks of parts for all eras of Bateman models. Keeping the wheels turning for our customers is paramount, on page 7 we explain why our parts back up is second to none.

You need a reliable machine to tow an on-call lifeboat. During the late 1990s, we designed and built a specialist

towing vehicle for Ryde Inshore Rescue, an independent lifeboat station on the Isle of Wight. Towing the boat and crew out to sea is now the duty of a modified RB15. We caught up with the engineering team and station crew, see page 14.

“From the very beginning, we’ve designed our machines to leave a small footprint on the land.”

There's a Bateman spraying fields in Tasmania. Harvest Moon produce over 70,000 tons of vegetables a year, the job of protecting them is the duty of an RB35, sold by our new Tasmanian dealer Agri Machinery. See page 16 for the full story.

Our Team Bateman demonstration crew were on farms in February putting our latest RB35 demonstrator through its paces. Operators were impressed by

how well it performed across their ground. Throughout the rest of the year, we'll be visiting all parts of the UK, if you'd like to experience our machine on your ground please get in touch.

Best wishes for the remainder of the season.

Jason Bateman
CEO

R. J. Bateman Engineering





RB55 treads on new ground at Turney's

Turney's Limited are an arable and contracting business farming 1100 hectares of combinable crops – winter wheat, oilseed rape, winter beans, spring oats plus wild bird seed to various Countryside Stewardship and SFI features.

Turney's run a Bateman RB55 with 5,600 litres and a 36-metre boom. The machine is also fitted with Pinpoint III PWM, BBL, E-Drive and Tankmatic filling.

Before taking delivery of the RB55 in 2023, the business ran an RB35 with 4,000 litres and a 30-metre boom. Because of the land parcel size, the decision was made to move to a larger sprayer, which led Turney's into new territory. The RB35 had run on 710 tyres, would these still be the best choice of tyre for the RB55? Another consideration was whether the RB55 could run on just one set of wheels instead of two as had been normal practice on the 35. Giles Benson is Farm Manager at Turney's...

"The farm here at Northampton is reasonably well drained. However, the block of land we've got over at Buckingham running up to Silverstone Race Circuit is quite hilly, quite heavy and isn't well drained. We get a lot of wet spots and wet areas over there.

"Because we used to run the old 710's at about 16 PSI, moving to a larger sprayer got us thinking about tyres. We wondered if there was a tyre which would cope with the additional tank capacity, but would run at lower pressures. If we could get away with one set of wheels, moving to 36 meters would result in fewer wheelings across the field. Also, one tyre would save the bother of changing to narrows right at the end of the season."

During initial discussions with Bateman Technical Sales Manager Carl Goff various tyre options were evaluated. However, a particular tyre developed by Michelin had potential. Giles takes up the story...

"We liked the sound of a 620 tyre that Michelin had

developed. We had a long-standing contact at Michelin, we got in touch with him and he put us in touch with a colleague. We received a detailed analysis which showed that the 620 tyre had a larger footprint, even though it wasn't as wide as the 710. The carrying capacity of this tyre was a lot greater than the 710, which meant we could run at lower pressure.

"Safety on the road was a key consideration. Because we are 18 miles between the two holdings, we didn't want to be limited by road speed whether transiting on full or part loads. Michelin assured us that the 620 tyre would handle our road speeds, which was confirmed by an operator I know who had these tyres on his new sprayer.

"Following further conversations with Bateman we thought we should go for the 620 tyres. Bateman have a good working partnership with Michelin, between them there's a lot of knowledge. We arrived at our decision fairly easily, we hoped it was the right one, but were happy with the new direction we had chosen."

So, has the decision paid off? Laurence Sykes is lead sprayer operator at Turney's...

"I would say that we've travelled better on the surface of the soil than we did on the 710's, especially in wetter conditions. During last autumn, it was wet when we were drilling and when we put the pre-ems on. We had the tyres set at 14 PSI at the front and 16 PSI at the back, it's quite a squabby pattern, but you could hardly see where we'd been, in a sprayer which has another ton and a half capacity.

"Where it has cut in due to the tyre being thinner, but a longer footprint, when you cross it with another machine, you haven't got that trench to dig through. It's

"...we are actually 33% more efficient. I think this speaks for itself."

Continued overleaf >

actually a shorter space for the tyre to travel across, so it's even smoother.

"Our wheel spacings now match across the fleet, so there's less tram line damage. We don't physically drill a tram line anymore; we drill the whole field with no tram lines and then I put the tram lines in with the RTK on the sprayer."

How have the 620's performed when switching from field speeds to road speeds? Laurence again...

"Transferring from field to road is easy. There's no complications and it travels very quickly on the road, the tyres don't wallow, when you're going around the roundabouts it feels very stable, which, with the flex in the tyre, you'd think would be more unstable.

"I would say that it has improved efficiency and because when you're moving around on the road, it's dead time and we're travelling at higher speeds. With 5,600 litres on board, setting the pressures at 16 back 14 front you can still travel at 50kph fully laden."

Without dwelling on the awful conditions faced by most farmers and contractors during last winter and this spring, how does the team feel the tyres have performed?

Giles... "It certainly had a good trial this winter and spring, should we say, in some of the conditions it's been working in. The previous RB35 would probably have gone through, but would have made more of a mess."

Laurence... "I have been pretty amazed, you think, 'Oh, I'm digging in here', and it will just plough on through with the horsepower that the sprayer produces and the



grip of the tyres. The E-drive, causes the wheel motors to act independently, it will keep going in very tough conditions."

Tyres aside, how does Laurence find operating the larger RB55?

"We've literally just done all of our wild bird seed plots where I'm folded out to 12 meters, I don't think I've ever gone through it as quickly as I did with the RB55. I'd say in the field you don't notice the size at all or on the road. The only time you notice the size is when you reverse it into a shed, however, it comes with reversing cameras as a standard, which helps.

"I really like the Bateman boom levelling, it makes a real difference to spraying on days which are challenging. The pulse width modulation is excellent, we're much more accurate. The Tankmatic auto shut off fill has improved my efficiency for cleaning boxes and chemical cans away. Also, just keeping my induction hopper nice and clean and prepping cans as well.

"It's a nice environment to work in, the seat is very comfortable, visibility is good from the cab, I can quite happily sit in there for 12, 14, 16 hours a day. Everything that came as standard has been a big bonus, such as the storage cabinets on the side and the LED light package. I must also mention the auto greaser, that's been a real time saver for us, which is a huge benefit."

Giles, summing up added...

"Conditions over the last few months have been a real test and I'm very pleased with how the sprayer has handled them. We've not regretted our decision regarding tyres. On the occasions that I've been spraying in the 55, I would echo Laurence's comments, particularly on the boom levelling, which is absolutely brilliant, the pulse width modulation is very impressive too.

"During a recent meeting it was pointed out that since moving from 30 to 36 metres and a larger capacity tank, we are actually 33% more efficient. I think this speaks for itself."



All part of our service

People who are not yet Bateman drivers often ask us why we're famous for back up? Our answer is simple; aftercare comes first because as farmers ourselves, we understand the costly downside of downtime.

Keeping our customers' machines up and running, around the clock, relies on our team of dedicated in-house sprayer specialists and service engineers. Backing them up is our parts department.

Another unique feature of Bateman is the range and depth of parts we manufacture and stock for all models and eras of our sprayers. It's not unusual to receive a call from the new owner of a legacy Bateman in need of a part and to their mind a minor miracle, only to find that we do indeed still stock the very part they require.

Of course, whilst we can't guarantee that we've always got a steering arm for a 1990 Hi Lo in stock, we can quickly make one. That's the beauty of manufacturing our machines entirely in-house; whether you need an entire cab or just a nut and bolt, we've got you covered.

We're constantly improving the performance of our components. Another benefit of running our own team of service engineers is the feedback they provide on

parts in the field. For example, following such feedback our design team recently changed the shape of the kingpin on our wishbones. The devil as they say is in the detail.

During peak spraying season we increase the numbers of popular parts on the shelf, our aim is for next day delivery for standard items. However, on the odd occasion, we have to answer an emergency call for a non-standard part. If a customer needs a particular component, we'll pull out all the stops and even courier the part ourselves.

At Bateman our customers always come first. Whisper it, occasionally we have been known to help owners of other makes of sprayers struggling to find parts. Which just goes to prove, when you need Bateman, our service is a class apart.



(Left to Right) Giles Benson, Farm Manager and Laurence Sykes, Lead Sprayer Operator.

The RB35 is the ultimate all-rounder

A popular machine with farmers and growers. The RB35 crop sprayer offers faster road speeds, greater tank capacity and exceptional spraying capability on hilly terrain.

Designed for spending long hours in the field, comfort begins the moment you sit in the high-backed, heated and cooled air suspension seat with fore and aft movement. Air quality and circulation is provided by CAT 4 filtration which is integrated into the cab.

We fit a 4,000-litre baffled stainless steel spray tank with integrated clean water rinse tank. The tank is centrally mounted to enable a near 50/50 weight distribution when the boom is unfolded.

Two well-proven booms are available on the RB35. Our Standard Contour Boom,

which is a tried, tested and proven boom available in 18m, 20m and 24m widths. The larger Variable Geometry Boom (V.G) provides greater flexibility to operators. With a maximum width of up to 42m, V.G boom options are: 12/24/ to 28-30-32 or 36m.

Leaving a smaller footprint on the soil is high on most farmers' agenda. Our lower back frame is fitted as standard to the RB35. This allows for larger 650 / 60 R38 tyres, enabling higher capacities to be carried whilst applying low ground pressure.

Power is supplied by a 225bhp John Deere water-cooled, turbo-charged

engine. These units generate power where and when you need it, return excellent fuel efficiency and meet stage IV emission standards.

When you drive a Bateman sprayer you feel connected with it. Our E-Drive transmission is an option on the 35. Designed to provide a wider range of control in all situations, E-Drive includes powerful boosted braking (hydrostatic) and dynamic braking, using the emergency brake pedal. Drivers also benefit from selectable road, field and cruise driving modes.

Pulse width modulation (PWM) is an option on the RB35. Our technology

is developed with partner, Capstan AG. PinPoint III Envelop™ is the next generation of blended pulse width modulation which expands the flow and pressure stability to another level of control all through compatible ISOBUS displays.

An example of the effectiveness of our PWM would be if a machine with 10 auto sections is replaced with individual nozzle control, the farm size is typically shrunk between 3 to 5%. Therefore, huge savings are achieved from the reduction in chemicals and much more if liquid fertiliser is being applied through the sprayer.



- 55**
KPH
- 225**
BHP
- 18-36**
METRES
- 4000**
LITRES

AT A GLANCE

- 4,000-litre stainless steel tank
- 18-24m Standard Contour – 24-36m Variable Geometry booms
- E-drive transmission with cruise, field, road and eco modes
- 225 bhp, 6-cylinder turbo diesel engine
- BBL and PWM available as options



BOOK YOUR DEMO NOW

Discussing the weather is a national pastime. Without dwelling on the subject, it's certainly been a challenging year so far, let's hope the second half of the year brings more stable conditions.

We've been delighted with recent feedback from some of our customers. In spite of the proverbial rainfall, they've still been able to travel with their Bateman's whilst their neighbours could only watch. I think this is a valuable point, when considering the lighter weight of our machines compared to other makes.



possibilities than a standard air-controlled sprayer. For example, controlling of pressure and droplet size provides the operator with more flexibility to travel on those 'catchy days', of which, more recently, we've had our fair share.

Over the last couple of years, the subject of tyre technology has gained traction. A

It's demo season again! Without wishing to labour a point, because our machines have been proving their efficiency credentials during our 'monsoon season', we've even managed to complete some on-farm demonstrations. Our Team Bateman demo team will soon be heading to all parts of the UK, I'm looking forward to meeting farmers and contractors over the next few months.

greater choice of VF and IF tyres means we're working more closely with customers to help them make a more informed choice.

An interesting trend has been the recent increase in enquiries from farmers using trailed sprayers. The reduced weight our products offer – fewer axles and close to 50:50 weight distribution when the booms are unfolded, provides a much more stable platform when traversing over very soft ground.

The majority of our larger RB35 & RB55 machines are leaving the factory fitted with narrower but taller low ground pressure tyres. Once again, feedback has been very encouraging. Customers have travelled earlier in the season than they felt they would have done with their previous machines.

In-depth cost of ownership comparisons between a Bateman versus a trailed sprayer have proved very interesting. Calculating the combined depreciation of the tractor and the trailed sprayer, our sprayers cost considerably less per hour, per hectare.

A couple of recent farm sales have come to our attention. Although we're living in exceptional times, the fact that 2 Bateman sprayers sold at auction for more than the respective customers paid for them new, underlines the value our machines hold within the market. Bateman's low cost of ownership and high residual value has always meant a lot to our customers,

Our Pinpoint III PWM continues to impress farmers and contractors alike. The system's ability to create extra spray days opens up more

it means even more right now.

We attended the Essex Young Farmers Show in May (a first for us), we'll be at Cereals and other shows over the coming months. I look forward to seeing many of you soon, let's have a chat about driving your spraying costs down...

“Bateman's low cost of ownership and high residual value has always meant a lot to our customers.”



Carl Goff is Technical Sales Manager for the South of England.
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Bateman is the special sauce in Worcestershire

Bromsgrove based contract sprayer David Goulbourne has spent 34 years in a Bateman cab. David talks about his experience of owning 5 machines, from a Hi Lo to an RB35.

What Bateman sprayer do you run?

Contract spraying across a variety of arable crops, also applying slug pellets plus fertiliser spreading with a Bredal demount.

What spraying challenges do you face?

The weather is the greatest challenge. I would also say that making sure you are clean when changing between different crops. Being aware of environmentally sensitive issues where you are spraying, such as the proximity to houses and the general public.

What do you look for in a sprayer to meet your needs?

I need reliability, a machine that's easy to use and a comfortable environment to work in. Also, because I like to carry out my own oil and oil filter changes, plus other remedial work, it must be easy to maintain and service. However, above all I want a good resale value.

What Bateman sprayer do you run?

I drive a 2012 RB35 with a 30-metre boom. This is my fifth Bateman sprayer.

Which options are fitted and what difference do they make to your work?

This machine is fitted with Agleader which is supported by Precise Solutions. It is run through Paradyne with full RTK, 10 section cut off on 30 metres. It means that spraying accuracy is far greater. I have always maintained that GPS won't earn you any money, but it takes the stress out of the job on long days.

Around 3 years ago, with 9,000 hours on the clock, I upgraded to Bateman's own boom levelling system, also with negative camber rams for boom inclination. This has transformed boom control, best money I had spent in a long time.

Why do you choose Bateman?

When attending the Sprays and Sprayers show that used to be held in Duxford, I visited the Bateman stand and spoke to Richard and Sally Bateman. I was given a tour of the HILO sprayer and put my name down for a demonstration. A few weeks later, Richard and a very young Jason visited with the sprayer, I was impressed and ordered one.

I think the main reason I've stayed with Bateman across five machines is the simplicity of the engineering. For me there's no other sprayer, in 34 years I've never looked anywhere else.

How long have you been running Bateman sprayers?

My business has relied on Bateman sprayers since 1990.

How do you find the cost of ownership?

In some respects, the cost of ownership depends on how you treat the machine. If you keep up to date with servicing and maintenance a Bateman is a very cost-effective machine to run. This is reflected in the second hand values of Bateman's, even when approaching 12,000 hours.

How would you rate the back up from Bateman?

The back up from Bateman is first class. If it can't be sorted by a phone call, one of Bateman's engineers will call in and get me up and running in no time. If I need a part it generally arrives here the next day.

Are you able to sum up what owning a Bateman means to you?

I feel part of what seems like a big family, just as important as anyone else, even though I'm a one man operation. This feeling of belonging runs through everyone you speak to at Bateman, I think it's really unique, long may it continue.



A shore thing

Ryde Inshore Rescue is an independent lifeboat station based at Appley on the Isle of Wight. Ryde operates two Inshore lifeboats crewed by volunteers, which are on standby to His Majesty's Coast Guard 365 days a year.



When a call comes in, every second counts. Once the lifeboat crew is ready, the shore crew must transport the manned boat, sat on a trailer, weighing a combined 3 tons across soft sand into the sea. The biggest issue faced when launching the rescue vessel is submersing the trailer deep enough to enable the boat to float.



FINDING AN ALTERNATIVE TO TRACTORS

In the late 90s Richard Bateman had designed and built a specialist towing vehicle but this had to be retired when in 2017 a much larger heavier boat was introduced at the station. From then towing duties were carried out by a modified tractor. However even after fitting larger tyres and axles, complex electronics on modern tractors don't lend themselves to driving into deep water!

Ryde approached long term engineering partner Sureweld Engineering and asked if there was an alternative. Step forwards once again Bateman. A Bateman fitted the brief perfectly - high ground clearance, plenty of power, reliable, compact and simple to maintain.

THE SEARCH FOR A BATEMAN

Sam Frampton of Sureweld Engineering contacted Bateman Technical Sales Manager Carl Goff, who recommended the most suitable models and guided Sam through the Bateman Preowned Machines

web page. During December 2023, Sam found an RB15 which suited their needs, listed on behalf of a customer in Kent. A deal was done and the machine was soon bound for the Isle of Wight and its next chapter.

FIRST RUN ON THE BEACH

Before any conversion work commenced, Sam suggested they carry out a trial run on the beach. At first it wasn't plain sailing. Sam takes up the story...

"We coupled the Bateman, still with sprayer on the back to the tractor, which was hitched to the launch trailer and boat. I took up the strain in the Bateman, we



moved about 4 feet before it dug itself in the sand! We tried the motors in fast up front and slow behind, but still to no avail. Wondering if the Bateman had got the power but not enough traction, I went to speak to the chap in the tractor and discoveredhe'd left the handbrake on!

"Second attempt, the Bateman roared into action and pulled both tractor and boat up and down the beach with ease. It was pulling around 8-tons rolling. It was clear the RB15 was going to be the perfect machine. So we removed the sprayer pack, which was in good working order and advertised it on the Bateman Appreciation Facebook page. It was quickly snapped up."



A BATEMAN MAKES IT EASY

Another reason that Sureweld chose a Bateman sprayer was the simplicity of the design, which allows for easy access. Repair and conversion work commenced, Sam again...

"We weren't sure how to fix a few things and phoned Bateman's tech support. We spoke with the Bateman team who really knew their stuff and helped us no end. Repair work completed; we then created 2 inspection hatches before fitting a platform to the rear of the machine. This platform would carry the



crew and potential casualties. Ryde also required a hydraulic pick-up hitch for quick attachment of the launch trailer.

"For the hydraulic pick up hitch, we came up with a simple idea of a centre-mounted double acting ram, with two 100x100x10mm thick box section and doubler guide rails either side. We plumbed this into the existing hydraulics of the Bateman, which is operated from a single lever in the cab.

"Midway through the build it dawned on us that if the Bateman broke down out at sea, the brakes would automatically engage, it would be stuck and at the mercy of the tide. We built a small portable manual hydraulic pump that you couple into the brake line via a quick coupler and then pump it up to around 20bar. This releases the brakes to enable safe towing."

PRIMED AND READY FOR DELIVERY

Potential disaster averted; it was time to protect the RB15 against saltwater corrosion. All hydraulic fittings were wrapped in anti-corrosion tape, the air compressor tank was moved up and the machine received a thorough coat of underseal.

The RB15 was delivered to Ryde (insert date) for familiarisation and training.

Summing up the project Sam Frampton commented: "We carry out lots of alterations to farm machinery throughout the year, however, this was a bit different. The RB15 was a joy to work on, I'm sure it's going to be a huge success. These guys risk their lives for the sake of others day and night, they deserve the very best equipment."

Ady Farrell, Coxswain on the Ryde lifeboat added: "Since we retired our Bateman in 2017 we've been through a few tractors. Once we decided we needed an alternative, a Bateman was our preferred option because we know how reliable they are. It's great to have a Bateman back on the run."

ABOUT RYDE INSHORE RESCUE

Ryde Inshore Rescue are an Independent Lifeboat station based on the Isle of Wight.

On call to HMCG 365 days a year, Ryde operate two Inshore lifeboats. The service is not RNLI funded and survives solely on the generosity of the public to meet running costs of around £40,000 per year. If you would like to make a donation please visit: <https://www.justgiving.com/rydeinshorerescue>

First Bateman on the run in Tasmania

Tasmanian-based machinery specialists Agri Machinery provides sales and aftercare support for spraying, cultivation and seeding businesses. Operating from a fully equipped workshop, the business carries out repairs and rebuilds across a range of agricultural machinery and also runs a mobile service vehicle for on-site support.

In a drive to expand the number of brands sold and supported, Agri Machinery conducted a search for new suppliers who would meet their needs and those of their customers. The brief was straightforward; robust and reliable machinery that is simple to maintain. Their search for a self-propelled sprayer led them to Bateman.

PHONE CALL PLANTS A SEED

After an initial discussion with Technical Sales Manager Carl Goff, it was clear from the outset that Bateman offered the perfect fit for Agri Machinery and in particular for one of their customers.

Harvest Moon grows roughly 70,000 tons of carrots, onions, broccoli, cauliflower, spinach, beans, swede, and beetroot annually in and around the

township of Forth in northern Tasmania and just outside Narrandera in New South Wales.

The business operates two other sites on mainland Australia, in Werribee South (Victoria) and Gatton (Queensland). Here they have developed long-term relationships with over 80 of the best local growers, all of whom grow and deliver high quality vegetables that perfectly complement Harvest Moon's own-grown fresh produce.

MEETING VERY SPECIFIC NEEDS

Harvest Moon were looking for a self-propelled sprayer, their brief was straightforward enough:

- Reliability
- Adjustable axle for challenging terrain
- High efficiency and speed
- Larger capacity hopper
- Faster pump speed for spraying

Agri Machinery Salesman Matt Miles approached Harvest Moon and was delighted with their reaction to his suggestion of a Bateman: "Harvest Moon were looking for a reliable sprayer, when I suggested Bateman they were on-

board almost immediately. The process from obtaining a quote from Bateman to placing an order was seamless."

OPERATORS TAKE TO BATEMAN

Following familiarisation with their new RB35 sprayer, Harvest Moon's operators are delighted with the comfort of the machine. The Bateman offers significant flexibility and cost-effectiveness, excellent road speeds and quick cycle times for refilling and spraying.

Darren Wilton of Harvest Moon commented on their new RB35: "Here in Tasmania, we have a very varied climate. Our winters range from -2 – 12 °C and our summers between 17 – 27 °C. The Bateman handles both seasons very well and keeps the operators very comfortable."

OVER THE MOON

Matt Miles summed up: "Bateman provided exceptional support throughout the purchasing process, ensuring a smooth transaction. Our customer is very happy with their new sprayer, I hope this is the first of many Batemans in Tasmania and I'm looking forward to expanding our partnership with the Bateman team."



BYCOTT FARM *Diary*
Matthew Alford
THE AGRONOMIST

What an autumn, winter and spring we've just had! I think we've all experienced a slow start. Our work here began in earnest during the last week in April, some two months later than the corresponding period in 2023.

Spring herbicides and first fungicides have been applied to all cereals, chicken manure and compost has been spread on all spring crops. We drilled spring crops on the 9th May, it's gone really well, albeit 6 weeks later than planned.

Winter wheats have pulled together really well, however, the wet weather in May has really put the pressure on with Septoria Tritici. We introduced the Grouse variety last autumn, which is standing very well, we've not seen any BYDV damage to date.

Our winter oats have stuck the conditions well, the crop is looking fantastic and will be even better than last year. Unfortunately, the same can't be said for our winter barley, this hasn't fared well on heavy land.

Chris Webber our contractor, has already put around 800 hours on his new RB35 since mid-March. After speaking to Jason and Peter in the factory, Chris decided to fit the taller 600 tyres on his new sprayer. The 35 travelled the farm very well in early April during the first pass of liquid fert. We've not had to change wheels, we're not running over crop or making a mess, the new dual-purpose tyres float extremely well.

We've planted the winter bird food plots, wild flower and pollen nectar mixes for the bees and other insect life over the summer. The beehives are still in position from last Autumn, we hope to have some Bateman honey later on in the summer.

It looks likely that harvest will start in June on wholecrop and winter barley, yields will be down. I think it's fair to say that it's been tough for all of us, hopefully we've turned a corner going into the summer.





BOOK YOUR DEMO NOW

Start driving costs down

Because we are farmers ourselves, we understand the need for cost-effective machinery.

That's why we design our sprayers to leave a small footprint on your land and your bank balance. If you're looking for a reliable sprayer that won't cost the earth to run, speak to us and let's arrange your free demonstration.

We believe we have developed a range of self-propelled crop sprayers which offer the best possible ownership experience to UK Growers and Contractors:-

- outstanding machine performance and reliability
- lowest cost of ownership
- industry-leading back up and the highest residual values

To drive the market leader in your field call our main office on 01769 580439 or contact...

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PHOTO OF THE MONTH

Throughout the season we ask our drivers to share photos of them and their Bateman on our Facebook page. We pick a monthly winner who receives a Bateman thermal mug. We're running the competition for this year until November and look forward to receiving your photos.

Take a picture, share and tag with **#TEAMBATEMAN**



March Winner – Peter Duke



June Winner – Liam McNally



April Winner – Steve Corish



July Winner – Andrew Cassells



May Winner – Charlie Freeman



August Winner – Martin Bower

PRE-OWNED BATEMAN SPRAYERS

Once a Bateman, always a Bateman. Pre-owned Bateman Sprayers are just as hardworking and hardwearing today as they were on their first day.

A range of Pre-owned Bateman Sprayers are listed on our website.
They are offered for sale by their respective owners,
most of the sprayers have a Bateman service history.

**To view current listings visit: batemansprayers.com/usedcropsprayers.
For more information on any sprayers listed, speak to our team on 01769 580439.**

BATEMAN

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