



Tim Hull

JH4 Series

Yanmar JH4 Series Marine Diesel Engine(39 - 54mhp) Naturally Aspirated

Like many who earn their living from working on the water, Tim Hull has zero tolerance for on-board malfunctions. As a Hobart based charter boat operator, Tim Hull's operation has to perform perfectly on cue, every time the mooring lines are slipped.

Yanmar's reputation for building 'bullet proof' marine diesel engines was the key factor behind a pair of JH Series Yanmar engines being fitted to Xponential, a Scimitar 1010 cat.

"Xponential is an executive charter boat that is licensed to carry 12 passengers," Tim Hull explained.

"Our charter work is mainly corporate, weddings or special celebrations so each time we take a group on board the event is very important and special to them. Clearly the experience on board Xponential has to be exceptional from the time the guests step aboard until such time as we come back to the dock."

"My previous boat was a conventional vee bottom cruiser, powered by a pair of European diesel engines that consumed 45 litres per engine per hour while cruising at 15 knots. By comparison to my new Yanmar engines which consume half that amount of fuel, the old diesels were noisy and very smoky on start up."

After operating my Yanmar engines for some time, now I know that some of the issues with diesels don't have to be tolerated like they used to. I am very impressed with the Yanmars." Based on the Derwent River at Hobart, Tim Hull offers a fully optioned charter service that incorporates full catering on-board and a charter experience that can take in the sights of Hobart and the magnificent and extensive surrounding waterways.

Most charters average about half a day in duration, so guests are on board and under power for a significant period of the time. "When I decided to go for the Scimitar catamaran I invested a lot of time in selecting the right vessel and fortunately the Scimitar came with Yanmar JH series engines which produced 125mhp each. They came fitted with ZF transmissions and big 18½" pitch 4 blade props." "What appealed to me was that the Yanmar engines were marine engines, specifically built for the marine application and environment. I had previously used truck engines converted for marine use and I wanted something better."

"The Scimitar was delivered from Queensland to Hobart by delivery skipper, Peter Cook from Australian Domestic Boat Deliveries and myself as crew. The new engines provided 15 knot performance average on the trip; fuel consumption was 12.5 litres per engine per hour."

With the engines now fully run in and an extra ½" cupping added to the pitch of the props, our cruising speed has increased to 17 knots with the tachos showing 3300 rpm and still getting 12.5 litres per engine per hour. "The boat and engines seem to be happiest at 3300 rpm. The Yanmar's are quiet, the hull is stable and 17 knots gets you to most places on the Derwent at a good pace."

"Sometimes you forget that the combined 250mhp of Yanmar power is lifting over 10 tonnes of boat up and running. Those engines do a fabulous job and in the two years that I have been running Xponential the Yanmar engines have been very reliable and dependable with the good service support from Eastern Shore Marine."

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