

POWER NEWS

NEWSLETTER OF POWER EQUIPMENT PTY LTD - AUSTRALIA

Yanmar & Kevlacat

The Kevlacat 2600 Sportfisher
Installed with twin Yanmar
4LH-DTE's (Pictured Below)

"Reel Capture"



Yanmar - For More Powerboat Push

Reeling 'em In

YANMAR, AUSTRALIA'S LARGEST
SELLING BRAND OF DIESEL
ENGINE.

Sydney 40
Featured In
Power News
No. 9 WINS B.I.A.
1999 SAILBOAT
OF THE YEAR



NEWS FLASH - MAY 20 '99 * NEWS FLASH - MAY 20 '99 * NEWS FLASH - MAY 20 '99 *

Kevlacadat & Yanmar - A Dynamic Combination



"Reel Capture" was launched in May 1997. She was purpose built for game fishing.

Her layout consists of a double berth and toilet setup in the cabin, two helm chairs, one with a full length ice box on the starboard side, and on the port side half live bait tank and half storage compartment. Reel Capture fishes out of Mooloolaba on Queensland's Sunshine Coast and is skippered by Fred Temminck, Managing Director of Kevlacadat Power Boats, with his crew, Michelle Jansz (pictured left with one of their catches) and Rodney Marks.

Reel Capture tagged and released 184 Billfish for the 1997-1998 season taking out the award for "Champion Boat Tag and Release in Australia". Michelle took out Champion Angler in Australia with 88 Billfish, the most Billfish ever tagged and released by any angler.

So far for the 1998-99 season, Reel Capture has already tagged and released 142 Billfish and next month is usually their hot month for Billfish!

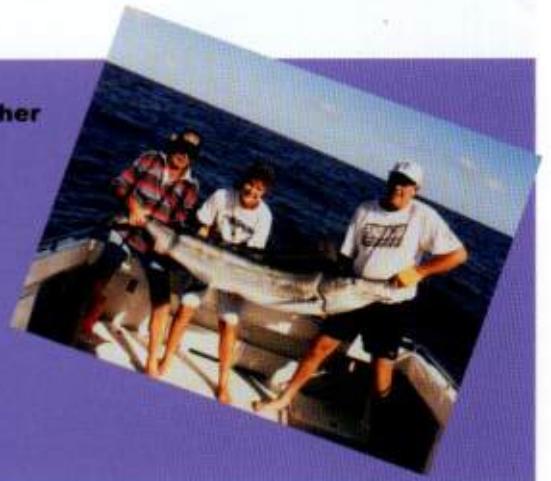
Reel Capture is coming up to her second birthday and she has LOGGED over 1000 hours on the clock, not bad for a recreational fishing vessel! Fred is more than pleased with the Yanmar's as he has not even laid a spanner on them as yet, and is even more impressed by the fuel economy.

Like Fred, Michelle has also been delighted with the Yanmars and had this to say "From the first day that Reel Capture was launched, I was very impressed by the Yanmar engines, not only with the low noise level of diesel engines but the fuel consumption of both engines. From the moment we turn the engines on in the morning until ten hours later when we arrive back home the engines just purr. The fuel consumption of both engines is roughly eleven litres per hour combined. This has allowed us to be able to fish more than the average game fishing vessel as it costs us much less in fuel than it does compared to other boats." At this rate a full days game fishing for around \$70 - 80 in fuel would have all but other Yanmar users very envious, and obviously explains in part why this rig has so many hours in such a short time!

The Kevlacadat 7.2m Series 2600 has won the B.I.A.Q. 1991 Boat of the Year Award, Queensland Transport Designer of the Year Award 1991. No other vessel in her class can match it's proven performance and reliability! The 7.2m gives unsurpassed stability and deck space to please the most demanding fisherman, and yet the huge cabin can be customised to give incredible space and family comforts. Whether you're after a serious game fishing vessel, commercial vessel or just a safe family boat, look no further. For more information please contact Kevlacadat by phone on 07 5493 3799, fax 07 5493 3168 or email: Kevlacadat@m140.aone.net.au .



Vessel Name: Reel Capture
Brand: Kevlacadat 2600 Sportfisher
Moulded Length: 7.2 Metres
Coaming Height: .75 Metres
L.O.A.: 8.20 Metres
Draught: .60 Metres
Powered By: 2 x 170hp Yanmar Diesel Engines
Propulsion: Shaft Drive
Speed: Cruising 25 Knots
 Top Speed 30 Knots
Average Fuel Consumption: 11.5 Litres/Hour
(Both Engines)



Many thanks to Michelle and all the staff at Kevlacadat for helping us compile this article.



Model	4LH-DTE
Configuration	4-stroke, vertical, water cooled diesel engine
No. Of Cylinders	4 in-line
Bore x stroke	100 x 110mm
Displacement	3.455lit
Cont Rating	154hp/3200rpm
Max Output	170hp/3300rpm
Combustion System	Direct Injection
Aspiration	Turbocharged with intercooler
Starting System	Electric
Cooling System	Fresh water cooling centrifugal fresh water pump and rubber impeller seawater pump
Lubrication System	Forced with trochoid pump
Dry Weight	406kg



WAT-ER LOAD OF IRRIGATOR!



The use of Centre Pivot Irrigators has been increasing in most of the major agricultural countries in the world.

For many years there has been a misunderstanding that this type of irrigation was too impractical and expensive.

The benefits of Centre Pivot Irrigators are 4 fold, in that they provide a system which allows:

- Frequent Small Applications When Required
- Minimal Labour Input
- Excellent Application Uniformity
- Low Energy Costs

Farmers are starting to realise that they need to use water more efficiently, and one way to help slow the growing salinity problem is the use of overhead sprinklers to water, rather than flood irrigation. The T-L Centre Pivot & Linear move irrigator has been available in Australia for more than 16 years and is being used in a wide range of situations including dairying, broadacre farming, feedlots, horticulture turf farming and water waste management.

The T-L Centre Pivot has earned the position of market leader in Australia. Due mainly to its unique hydrostatic drive which has proved itself as a safe, practical, low maintenance, and user friendly system under Australian conditions, T-L provides the only true quick tow system currently available for centre pivots, which makes them a very competitive option on smaller farms.

Yarrowonga Agricultural & Irrigation Supplies are situated at Yarrowonga on the Murray River and have sold and installed T-L Centre Pivot Irrigators since 1988 and is one of the largest suppliers of Centre Pivot Irrigators in Australia & New Zealand.

"Yarrowonga Ag" uses Yanmar's TNE range to power these irrigators. Depending on the power required for each irrigator the models selected from Yanmar's TNE range include 3TNE74, 3TNE84, 3TNE88 as well as the 4TNE84.

The Yanmar TNE engines are leading the race to give markets the practical, cost-effective environmental engines that users now require. In addition to their environmentally friendly features, all TNE engines have outstanding power to weight ratios and are extremely compact.



For more information please contact Yarrowonga Agricultural & Irrigation Supplies on 03 5743 2858 or fax them on 03 5743 2859



3TNE68

3TNE74

3TNE84

CHERRY BLOSSOM TOUR '99

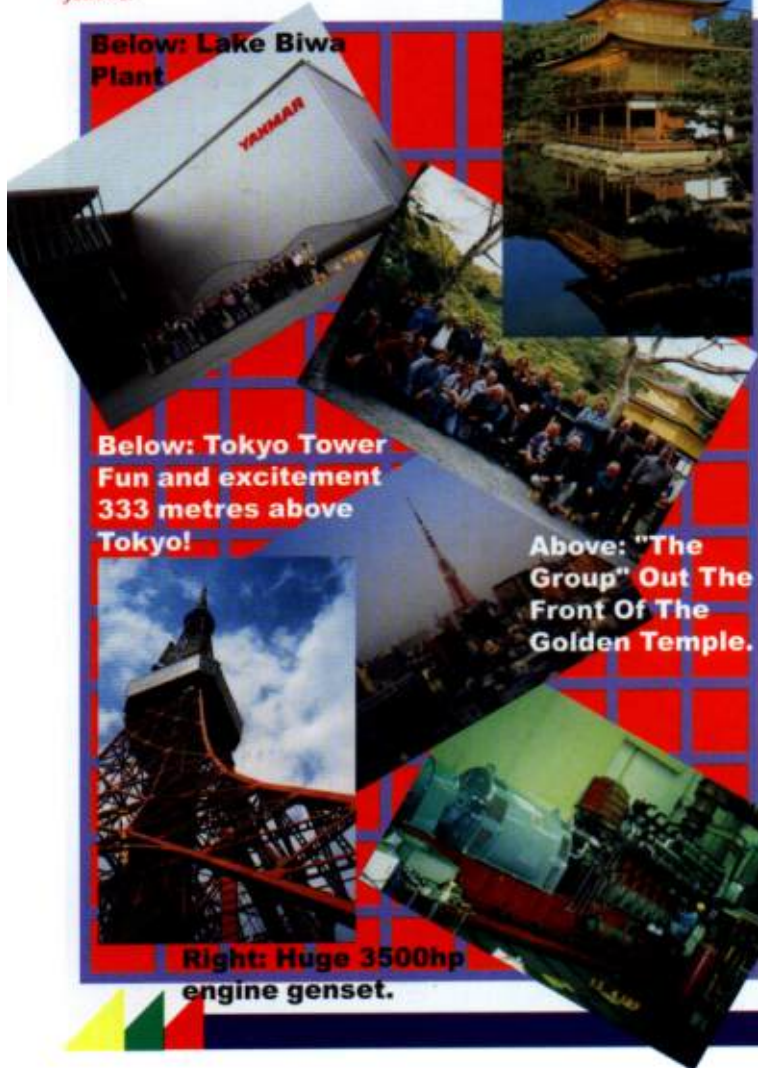


HIKONE CASTLE

In April of this year Yanmar graciously hosted a large delegation of Power Equipment staff and customers. The tour included visits to Yanmar's Amagasaki, Nagahama and new Biwa Plants. The timing was perfect, and the Cherry Blossom spectacular, as was both Yanmar's hospitality and the tours through their plants. "The automation, productive output, and sheer diversity of products was awesome. From a tiny single cylinder 4hp engine to a behemoth 3500hp monster, our customers were left speechless" said PE's MD Allan Foster. The trip will provide attendees with a completely new depth of appreciation and insight into one of Japan's largest privately owned companies. The group also had the opportunity to soak up the Japanese culture and country side with a good balance of business, sightseeing, shopping and entertainment.

An extract of Power Equipment's photo album follows.

Below: Lake Biwa Plant



**Below: Tokyo Tower
Fun and excitement
333 metres above
Tokyo!**

Golden Temple

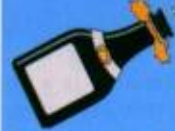


**Above: "The
Group" Out The
Front Of The
Golden Temple.**

**Right: Huge 3500hp
engine genset.**

RELEASED!

Yanmar's New 420hp 6 Cylinder Star - The 6LY2



Following the global success of the formidable 350hp Yanmar 6LY-STE marine diesel engine, Yanmar has "raised the bar" significantly with the launch of a second generation engine. Without adding to the physical dimensions of the package, the new Yanmar 6LY"2"-STE develops an extra 70hp to deliver a massive 420hp.

Already well regarded for being at the cutting edge of marine diesel technology, the new 6LY2-STE has gained a 20% increase in horsepower through a 12% increase in engine capacity. By increasing the bore from 100mm to 105.9mm, the capacity has been lifted from 5.184 litres to 5.813 litres.

A major competitive feature of the Yanmar 6LY2-STE is the overall weight of the powerplant. At 515kgs, the engine has a huge weight advantage over comparable competitive marine diesel engines.

With a lighter weight, a boat owner is able to take on more fuel for significantly increased cruising range, reduce all up weight for more sprightly performance or a combination of both. Either way a Yanmar owner is the ultimate winner, especially in dual engine installations with a weight saving of a massive 412kgs against its nearest competitor.

While the Yanmar 6LY2-STE delivers superb power to weight attributes, it comes with the added benefit of fitting into a compact installation "envelope". The shorter and squatter engine dimensions ensure that this Yanmar 6 cylinder marine diesel will mount under the cockpit floor. In most applications, this will ensure that a cruiser can have a flush cockpit floor, thus avoiding the need for an unsightly raised section in the centre of the cockpit.

While the compact installation envelope assists hull designers achieve a more usable interior design, there are additional benefits to be enjoyed. The compact engines are much easier to install and service, and with dual installations, the engines (shafts and props too) can be mounted closer to one another to enhance performance.

Out on the water, the Yanmar 6LY2-STE owners will readily appreciate the significant performance benefits of this new engine design. At the marina fuel pump, owners will also appreciate the excellent fuel consumption.

And above all else, Yanmar engineers have obviously found the solution to diesel smoke.....there is none. The waste gated turbo takes care of the diesel smoke problem to make sure that boaters can enjoy the pristine marine environment, even under heavy acceleration. Already Power Equipment's backorder book is bulging with customers now queued for this outstanding powerboat engine.



**6LY2-STE
420hp
Set To Blitz The Field....**

Vinny Takes On Melbourne To Osaka Race -Wheelchair & All



Vinny Lauwers is a 28 year old paraplegic, who was born an 'able bod' in Brussels, Belgium. With

a childhood of experimentation, from a yacht construction of icy pole sticks, to a tea tree and canvas canoe, Vinny began putting to the test anything that had the potential to float.

At age 13 Vinny began working part time on fishing boats and pleasure cruisers on Melbourne's Western Port Bay, then the following year, setting off with four others, Vinny crewed on a sailing vessel undertaking a passage from Western Port to Sydney. This for Vinny was a dream come true and an experience that was never to be forgotten.

At the age of 16 Vinny crewed on a trip from Southport in Queensland back to Western Port on a 70 foot pleasure cruiser. Within a year, Vinny had left school and was living and working full time, seven days a week, on the pleasure cruiser. It was at this time Vinny decided he wished to sail the world, and finance permitting was to begin construction on a steel hull.

However, on January 7, 1990 his plans were dramatically delayed when his motorbike collided with a car which had missed a stop sign. Months of hospitalisation followed.

Vinny's spinal cord had been severed beyond repair, and the accident had also inflicted serious internal injuries. Vinny slowly began to recover, and embarked upon an intense rehabilitation program. Despite his progress, Vinny convinced himself that his sailing dream was now impossible.

The thought of losing sight of his life ambition became too much and after watching a Kay Cottee video documentary realised he had given up too easily on his goal and returned once again to a life on the sea.

Exploring and experiencing many things over the years since his accident Vinny has come to believe "there can never be enough done to increase the confidence of and provide people with a disability, particularly children, with the opportunities that most able bodied people take for granted every day."

Vinny plans to be the first person with a disability to circumnavigate the world solo and unassisted. He plans to leave in October 1999 and expects his trip to take six months. His Van-de-stadt 47 Samoa will take him on a non stop voyage around the globe. This trip will help raise funds for Parasail, a charity organisation dedicated to allowing children with disabilities to experience the kind of excitement only a boating expedition can provide.

As this article goes to print Vinny is sailing in the 1999 Melbourne to Osaka yacht race. Latest reports say that Vinny is currently at the equator and is doing very well. He has weathered the storms (6 boats retired) and he expects to arrive in Osaka on May 28.

Yanmar and Power Equipment are proud to support Vinny in his quest to tackle the oceans of the world with a 100hp 4JH2-UTE diesel engine for his journey. This powerful engine is well equipped to safely assist Vinny to complete his life long ambitions. "Yanmar is tremendously proud to support Vinny. His dedication to his dream of helping children with a disability is commendable" said National Sales Manager for Power Equipment, Graeme Cole.

(Vinny pictured above on his yacht and with Erik Meijer (bottom right) and Graeme Cole (top left) both of Power Equipment). Right: The Powerful Yanmar 4JH2-UTE. (Vinny's yacht pictured top left)



Yanmar's 100hp 4JH2-UTE



YANMAR HAS PUMP ABILITY

Australian Pump Industries (Aussie Pumps) slogan is RELIABLE PRODUCTS.....RELIABLE PEOPLE. To stand by this they use Yanmar.

Pictured right (with Aussie Pumps Operation Manager, Fred Fouracre) is a special Aussie Quik Prime Pump recently built for a marine application in the Phillipines. This contract was won by Australian Pump Industries in the face of stiff overseas opposition from major international suppliers.



The yellow pumps are for bilge pump out and have a capability of pumping up to 2000 litres per minute, whilst the red pumps are for fire fighting and are capable of tremendous pressure with head available up to 50 metres.



The pumps are powered by Yanmar L100 10hp diesel engines. Warwick Lorenze, MD of Aussie Pumps said "they were selected because of their reliability and excellent performance characteristics".

For more details please contact Aussie Pumps - Ph 02 9894 4144 Fax 02 9894 4240 Email lorenzwo@ozemail.com.au



Pictured left is two nine inch axial flow pumps being driven by Yanmar TF160's. The pumps are moving about 10 megs of water a day each.

The TF's are used in this application because of their ease

of operation, low noise and dynamic power.

The one on the right pumps out a re-use dam with a total head of 2.5 metres.

The one on the left pumps out a nearby drain and has a total head of 3.5 metres.

Ahhhhh.....TF's Many Ways Tough, All Ways Superior.

The pumps are located in Nanella, Victoria and are built by Paterson Pumps. Their contact details are Ph 03 5480 9470, Fax: 03 5480 9471



Yanmar's New President

From Yanmar Scope - No. 63

1998 will long be remembered in the history of Yanmar as the year in which the company welcomed its fourth president. That's a low figure for a company founded in 1912, and measure of the consistency and steadiness of the guidance that has made Yanmar such a quality, world-leading brand.

Yanmar Diesel Engine Co., Ltd inaugurated its fourth president and first chairman at a special ceremony in Osaka on July 28th attended by roughly one thousand guests from Japan and abroad. The new president is Mr Takehito Yamaoka who most recently served as managing director with special responsibility for marketing and customer support. He succeeds Mr Tadao Yamaoka, who now becomes Yanmar's first ever company chairman.

Mr Tadao Yamaoka has guided the Yanmar group for 35 years as president, and for most current foreign and domestic distributors has always represented the humane essence and forward-thinking vision of the company. His term has been an extraordinary period of technology and global growth, during which Yanmar products have reached every region of the world and are now being produced on four continents. Decorated by the Emperor for his services to industry, Mr Tadao Yamaoka has done more than anyone to make Yanmar the international family that it is today.

His son, Mr Takehito Yamaoka, has pledged to continue his father's work in promoting the high quality products and environmental technologies that are now more important than ever as the world faces the new challenges of the 21st century. He is also, like his father, deeply committed to fostering the human ties between the manufacturer, distributors, dealers and, above all, customers who are the company's proudest assets.

Right: (l to r) Mr Takehito Yamaoka with is father Mr Tadao Yamaoka



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