

POWER NEWS

NEWSLETTER OF POWER EQUIPMENT PTY LTD - AUSTRALIA

ISSUE 23 - APRIL 2004

OUT OF THE BLUE



**YANMAR
230HP
4LHA-STZE
STERNDRIVE**

LINE HONOURS WINNER AND SECOND PLACE - YANMAR POWER
2003 ROLEX SYDNEY TO HOBART YACHT RACE

**SCANDIA- LINE HONOURS WINNER - 230HP 4LHA -STZE
ZANA - SECOND PLACE - 125HP 4JH3-DTE**

All Hail! - Skandia

At 4.14am on December 29th when most of Victoria was still dreaming, Grant Wharington was making one of his own dreams come true, sailing 'Skandia (Wild Thing)' across the finish line to win Line Honours at the 2003 Rolex Sydney to Hobart Yacht Race.

Skandia and the New Zealand built and owned yacht "Zana" were the only two 98 footers in the 58 strong world class fleet. Both of these super maxi's which are fitted with Yanmar diesels had an extremely tight match race for the

duration of this race - at one stage the vessels were only three boat lengths apart. But the Australian yacht Skandia picked up the pace after entering the Derwent to take a commanding lead, finishing with an elapsed time of 2 days 15 hours 14 minutes and six seconds, 14 minutes ahead of Zana.

Carbon fibre from bow to stern, "Skandia" is the first Australian built and owned boat to win line honours in six years and the first Victorian boat since Kurrewa IV, back in the 1950's.

In Mornington Victoria, boat builder Mal Hart of Hart Marine received an excited phone call as the boat approached the finishing line. Hart and 17 men worked for 18 months to complete 'Skandia'. The maxi was designed, built and skippered by locals and about half the crew are members of the Mornington Yacht Club.

Hart Marine prides itself on its application of leading-edge technology and the customising of special projects for special clients. They specialise in large cruising and racing yachts, however this maxi was a first for the designer and retired Engineer Don Jones.

Owner-skipper Grant Wharington showered much deserved praise onto Don who worked tirelessly and no doubt was the driving force and architect behind this radical new yacht design.

Over the past 58 years, the Sydney to Hobart yacht race has become an icon of Australia's summer sports. This victory climaxes 16 Sydney to Hobarts by





Wharington in five 'Wild Things', in which he has placed fourth in 2002, second in 2000 and third in 1999 and of course 2003's first place victory.

Where Yanmar Comes In!

Installed in Skandia is a Yanmar 4LHA-STZE 230hp@3300rpm Sterndrive Diesel Engine coupled to a Mercruiser Bravo2X sterndrive leg. This combination enables a substantial 21" diameter propeller to be driven for high thrust and excellent manoeuvrability and control at low speeds. When not in use this drive



combined with Don's design provides for a fully retractable drive system that is complimented with a self closing door underneath the hull to provide least resistance when under sail.

The additional horsepower that the 4 LHA-STZE provides will ensure plenty of reserve for the many delivery voyages and corporate sailing days that this vessel was designed for. As an example, since the hotly contested line honours win in the 2003 Sydney to Hobart, early in 2004 Skandia has contested and won in major sailing regattas from Geelong (Vic), Port Lincoln (S.A), Sydney (NSW) and Mooloolaba (Qld) with many corporate days of use in between.

To provide the necessary power for the many hydraulic and electronic systems aboard, Skandia is fitted with a Mase IS5 generating set which is powered by the Yanmar L100AE diesel engine. With a maximum rated power of 5KW and at only 130kg's this package was specified by Don with a full sound shield and an integral auto start system dependant on battery charge levels to ensure comfort and less stress for the crew.

Congratulations to all involved

in what is no doubt a fantastic effort by Grant, Don and all the crew involved. Just like the past "Wildthings" we have proudly been involved in, we at Power Equipment again look forward to following the progress of the future campaigns for this world class maxi yacht.

2002 & 2003 LINE HONOURS WINNERS HAVE YANMARS!

Skandia is mixing with good company as Yanmar power, a 4JH3-DTE, was fitted in the 2002 Line Honours winner Alfa-Romeo Shockwave.

See Power News No. 22 for more information on Shockwave.

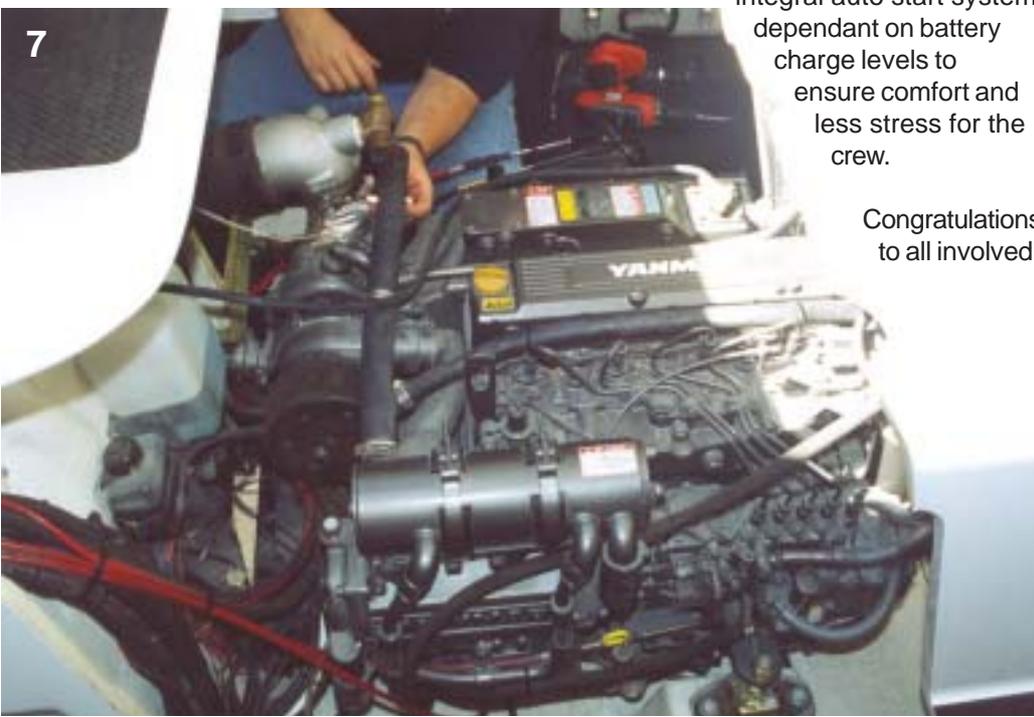
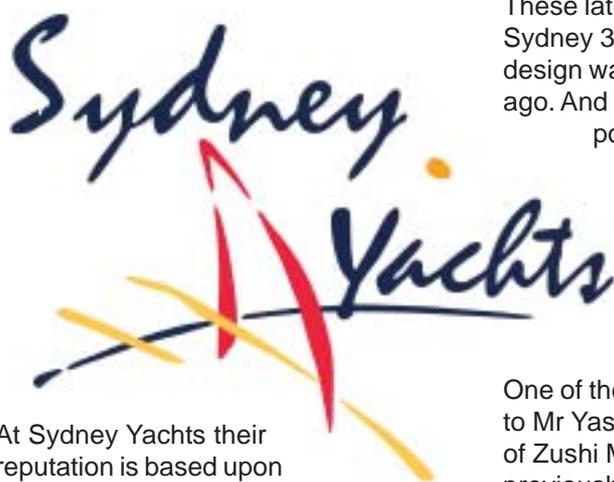


PHOTO INFORMATION:

1. 'Skandia's retractable Sterndrive leg.
2. Ahead of the pack with 'Zana' close behind..
3. The 98ft maxi with it's crew.
4. Crossing the finish line to win Line Honours.
5. Victory at last for Grant Wharington.
6. Power Equipments National Marine Sales Manager Michael Blair checks over the installation.
7. The Yanmar 230hp 4LHA-STZP Diesel Engine.
8. Mase IS 5.0 Diesel Generator



These latest sales take the number of Sydney 32's now sold to 24 since the design was launched less than 18 months ago. And each and every one of them is powered by a Yanmar 2GM20FCE Saildrive unit (see below). With 18hp @ 3600rpm, this fresh water cooled engine is the lightest for it's size, making it the perfect choice.

At Sydney Yachts their reputation is based upon innovation, performance and technical excellence. Beginning life as Bashford Boatbuilders in 1982, Sydney Yachts now boasts an impressive Board that includes famed designer and America's Cup skipper, Iain Murray.

Today Sydney Yachts is Australia's largest production yacht manufacturer. The striking line up of Sydney branded yachts includes seven models beginning with the Sydney 32 and rounding out at the Sydney 60.

All of these boats are sold with Yanmar marine diesel engines installed as standard equipment ... because they regard them as being the very best engine for their product and customers.

Yanmar is the lightest for its size, and in yachts power to weight is a vital commodity. The engines are totally reliable and customers readily accept Yanmar because they are familiar with the Yanmar brand as a quality product with international back up and support.

At Sydney Yachts they have been installing Yanmar marine diesel engines for the past twelve years, virtually on an exclusive basis. They would not be so supportive of the brand if it wasn't for the performance of the engines and the back up offered by Yanmar.

The majority of owners of the Sydney range are cruiser-racer yachtsmen. The Yanmar engine is used to get in and around moorings, marinas and harbours. Everyone knows how important it is to have a reliable main engine on board.

News From Sydney Yachts

Sydney Yachts – Ahead of the rest

Sydney Yachts is excited to announce that no fewer than seven new Sydney 32's have been sold in less than a month. Seven, yes seven! Sydney 32's in a single month!!

One of these boats will be going to Japan to Mr Yasuo Matsui, a 45 year old member of Zushi Marina in Tokyo Bay who previously owned a Dufour 36c. Mr Matsui plans to race the Sydney 32 and do



occasional family weekends away. Japan is set to become an exciting new export market for the Sydney 32 One Design. The racing scene is very competitive, and we could see Japanese participation in Australian events in the seasons ahead.

At this pace the Sydney 32's are set to match, or even better, the sales of the internationally recognised Sydney 38 One Design.

Sydney 38's aiming for a new record

Speaking of which, the Sydney 38 One Design fleet for the 2004 Australian Nationals looks set to eclipse the record for largest One Design fleet in Australia, a record set by the Sydney 38 class (25) late last year at the JP Morgan Regatta.

Class Executive Officer Sim Reffold said he expects between 27 – 33 entries for the March 3rd – 7th event, held in conjunction with the Joico Australian Offshore Championships at Pittwaters Royal Prince Alfred Yacht Club.

Sydney Yachts Sales Manager Martin Thompson said 'The fleet should beat the JP Morgan record and will cement the position of the Sydney 38 OD as the Premier One Design Yacht Class in Australia, it will also be a just reward for the tireless efforts put into the class by the Sydney Yachts team, the Sydney 38 class Executive Officer Simon Reffold and importantly the owners themselves, who

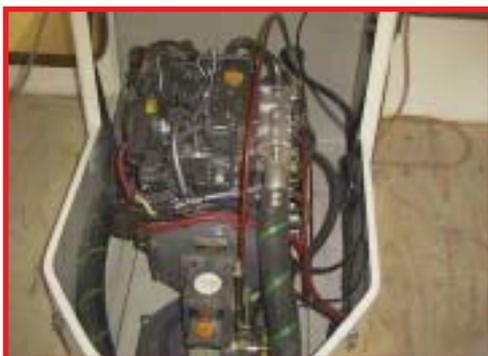




Sydney 32

work hard to maintain the continued growth of the class.'

With all 61 yachts sold powered by a Yanmar 3GM30FCE 30hp @ 3600rpm Saildrive unit (see below), the internationally recognised Sydney 38 One Design is nothing short of a winner.



2004 Australian JOG Nationals

On the racing circuit, Warren Gray on the Sydney 32 'Ting' built on his first race success to win the 2004 Australian JOG Nationals on Sydney Harbour. With only

one finish outside the top three in seven races 'Ting's' consistency proved the difference.

In a tight four days of racing 'Ting' was challenged around the track by Stan Montgomery's Sydney 32 'Mainstay' and on handicap by Neil Suggitt's Young 88 'Young Pretender'. 2003 Sydney 32 National Champs Dave and Zorana Bull on their Sydney 32 'Jester' came in fifth and David Bonallo on Sydney 32 'Rollercoaster' eighth.

As already mentioned, the success of the Sydney 32 on the racetrack is also being matched in sales. At this pace the 32s are set to match or even better the sales of the Sydney 38, which now stands at 61 boats.

As with the Sydney 38s the success of the Sydney 32 is also helped by the efforts of all the owners who have been working alongside Sydney Yachts to promote and develop their class.

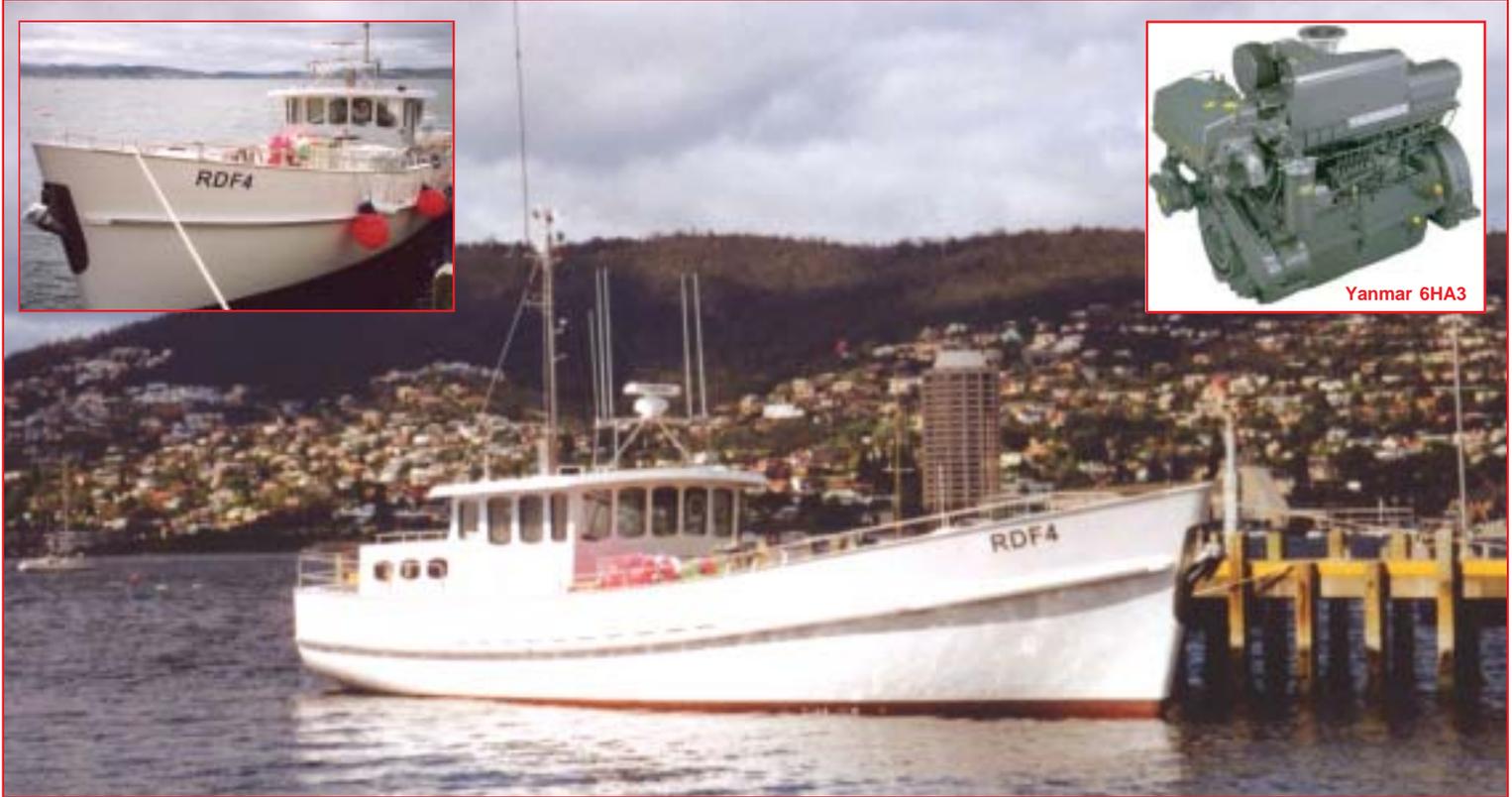
Yanmar Saildrive

More and more boat owners are turning to Saildrive power. The beautiful simplicity of this compact drive system makes it the sensible choice for numerous types of boats. Not only is reliability a big element in these designs but also is stability, as they eliminate shaft vibrations, noise, alignment and stuffing box problems.

The logical power-to-prop direct drive combines all the advantages of the outdrive-inboard systems and has now been well accepted in boating circles.

The Saildrive has been found to improve boat balance, give more manoeuvrability and better thrust. Driven by the famous Yanmar diesels, these Saildrives put a lot of dependable power in the right place in a boat.

'Rachel Christine'



The fishing industry is small and specialised in Triabunna (a town north east of Hobart, Tasmania) and so the demand for new boats is not sufficient enough to occupy a shipwright full time. Frequently those fishermen with the skills, knowledge and energy turn their hand to shipbuilding as the need for new boats arise. At the beginning of the 21st century, the tradition of wooden shipbuilding still has a place in the world. Fisherman and shipwright, Malcolm Fergusson carries on this centuries old tradition with unassuming pride as well as adapting to the contemporary world.

Five years in the build, the 15 metre, 38 tonne 'Rachel Christine' was gently removed from her builder's shed in early September 2002. Two cranes lifted her and the solid timber building blocks were removed and a low slung trailer was worked in underneath her hull. Not even the occasional growl of the Yanmar 6HA-HTE3 diesel engine (pic below) disturbed a group of pelicans, dozing in the winter sunshine.

Rodney Clark, owner, knew from experience what he wanted the hull of his new lobster

fishing boat to achieve. He wanted good directional stability under way, good resistance to blowing off while standing-by a pot, and he felt that the Victorian cotta boats with their slightly concave but deep-vee sections made a good base design.

The 'Rachel Christine' may be one of the last traditionally built wooden fishing boats to be constructed in Tasmania but details of engineering and outfit are top class and a credit to the owner and craftsman involved. There is no genset aboard the 'Rachel Christine' so in order to drive the necessary pumps, compressors and alternators a toothed-belt driven layshaft is installed on the starboard side of the Yanmar main engine. The lay-shaft is driven from the forward end of the engine, rotating at engine speed. A water pump, two alternators, a refrigeration compressor and two hydraulic pumps are belt driven from the lay-shaft. The installation is simple and functional, with belt tensioning devices, space for maintenance and it includes a neat carrier for spare drive belts. After over a year in service Rodney's choice of the Yanmar 6HA-HTE3

engine coupled to Yanmars own YX90 -1 3.52:1 ratio marine gear has proved a quiet, economical and reliable workhorse, returning fuel consumption and figures of between seven and eight litres per hour.

The 6HAM-HTE3 engine as chosen by Rodney for the FV 'Rachel Christine' is part of the Yanmar 6HAE3 series commercial range of purpose built marine engines. This series of engines have been singularly engineered with commercial fishermen in mind. This is an engine that is proven to deliver excellent performance, durability and low fuel bills.

The Yanmar 6HA Series is a no nonsense engine family built from high quality components engineered over time by Yanmar in Japan, through their long and committed association with development of ocean going engines for fishing.

With 2 displacements available (11.946 and 13.140 litres) the Yanmar 6HA series presents as a modern alternative to some of the older and more traditional diesel engine classics that have now had their day. With 4 models in this range, ranging from 132 kW (180hp) to 327.3 kW (445hp) the Yanmar 6 in-line configuration delivers a compact installation envelope while producing much more power than the out dated predecessors.

Congratulations again to Rodney and Malcolm for what is no doubt a splendid example of a high quality but very effective and efficient fishing vessel, one that all involved at Power Equipment are very proud to have been involved with.



**Yanmar 6HA-HTE3
278hp @ 2100rpm**



Layshaft



**Front PTO
From Engine**

and 'Ultimate Dream' Power? - Yanmar Commercial Engines

'Ultimate Dream' was built to the order of Ian Perryman of Port McDonnell by Colin Smith Boat Builders from a Global Marine kit.

Ian took delivery of 'Ultimate Dream' with the aluminium work complete, and windows and doors fitted. He has spent the last year installing the engineering and fitting the vessel out.

'Ultimate Dream' has a lot of beam for her length - 4.10 metres - which not only gives good carrying capacity and a big stacking area (four circular pots across it) but also high stability. The flattened sections aft chip in here too, as does the fairly low deck height. The stability is just a bonus from the height: the main reason is reduced windage.

Global gave the vessel a full foil keel, which gives buoyancy and allows flush with the deck, but Ian chose to install one of the best and tallest 450kW (600hp) engines available: a Yanmar 6KYM-E TE. The hatch was raised and now forms his sorting table. It was actually raised a good deal more than was strictly necessary for clearance, and so the engine operates with plenty of air around it.

Peak power comes in at a low 2150rpm

for a top speed of 26 knots. With a cruising speed comfortably lower at 20 knots, the already renowned Yanmar long life should be further enhanced. A clue to Ian's care for the engine comes in his placement of its gauges: high up and dead centre in the console where others might put the sounder. Admittedly, most of the business end of driving is done on the main deck, with electronics viewed through the window.

Just about everything can be viewed from there: vision from the main deck position is excellent.

Feedback from Ian has been great, and he couldn't be happier with the engine. A typical day comprises of seven hours of operation for a total of 100 lts of fuel. The first hour is spent steaming at 20 knots to the first pot in the morning. Ian then spends five hours working his 48 pots, before another hour back to port at 20 knots in the afternoon.

Ian also commented how quiet and smooth the engine is, as well as how its massive torque output allows the boat to perform exactly the same regardless of if it is loaded with all 48 pots onboard or whether it is empty. Another happy Yanmar customer!



Yanmar 600hp 6KYM-E TE Commercial Engine

Extract Professional Fisherman, Issue Jan 04



Reelin' Em In! - Yanmar's L Series

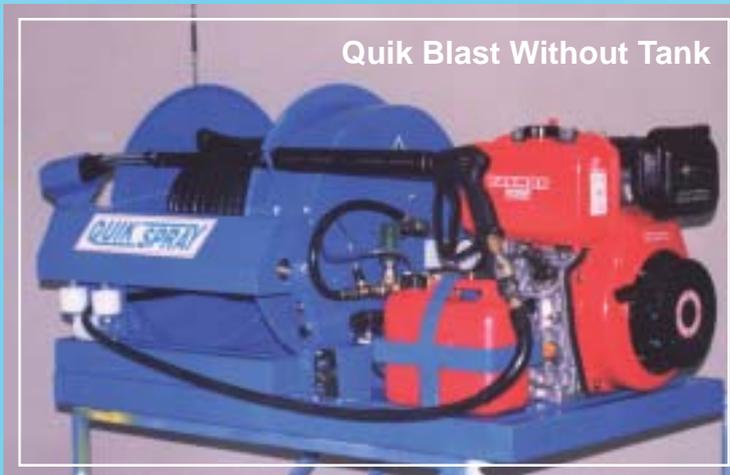
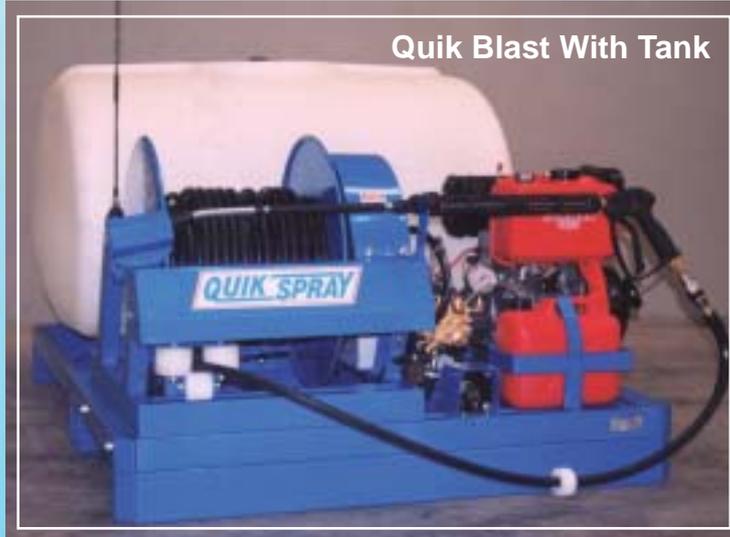
Quik Corp™ (Aust) Pty Ltd, the manufacturers of the Quik Spray® and Quik Reel™ Remote Control Retractable Hose Reels, are a Queensland based company that has been manufacturing the highest quality hose reel equipment for nearly 20 years.

In this time they have become a world leader in the field of hose reel remote control technology, servicing numerous markets in 5 countries. Quik Corp™ equipment can be used for such applications as chemical spraying, fire fighting and heavy duty cleaning. The equipment, which was designed to take the rigors of daily outdoors usage in rough country, is now the system of choice for Government Departments, Nurseries, Farmers, Fire Fighters and anyone who wants to make hose reel work faster, easier and far more cost effective.

The secret to a Quik Corp™ system is that they are all fully Remote Control Retractable. This means the operator can wind up the hose with a simple push of a button from a hand held transmitter. The retraction, which in most cases is driven by the engine on the unit, is powerful enough to assist the operator. These factors eliminate all of the countless hours of wasted time and fatigue that are endured when using a manual hose reel.

In recent years Quik Corp™ have been approached to be involved in the construction of some heavy-duty equipment in the Mining and Fire fighting sectors. These units needed to be built tough for the hazardous situations they would be working in. Quik Corp™ have chosen to use Yanmar Diesel motors in these circumstances due to their reliability and the superb performance they provide.

"We were breaking into some tough new markets and we needed to put a motor on that not only did the job, but complimented the benefits that our



units provide. We have been using Yanmar diesel motors on specialised units for many years and have always been pleased with the feedback our customers have given us. Yanmar's quality made the choice easy when it came to selecting a motor for these jobs", said Luke Dunn, Quik Corp™ Production Manager.

Quik Corp™ recently released the Quik Blast™ unit for the area of high pressure cleaning. This system is the first of its kind in the world and is being used by the Granites Gold Mine in the Northern Territory. Prior to using a Quik Corp™ system it was taking nearly twice as long for workers to do essential cleaning. This unit has enabled the use of nearly twice as much hose without compromising pressure and safety. As the motor is one of the most integral parts of any of their systems, Quik Corp™ used a Yanmar L100 AE 10HP motor on this unit to get the right mix of power and engine efficiency and they are really happy with the results.

Quik Corps™ commitment to quality and innovative technology, coupled with the reliability a Yanmar motor provides, means that every Quik Corp™ customer receives the ultimate in hose reel equipment. The future looks very promising and Quik Corp™ is looking forward to working with Yanmar even more to exceed the high standards that have already been set.

For more information contact Quik Corp Pty Ltd on 07 5493 8944.

The Yanmar LA Series now extends its advantages over other air-cooled diesels with a significant drop in dB levels. It does it with highly refined soft-contact gearing and a new, ultra-effect muffler – features that quietly help your product sell itself as no others can.

The line-up includes three models from 3.8hp to 10hp. And there are still the many 'firsts' that made Yanmar air cooled diesels such a hit with so many equipment makers.

- * Air Cooled
- * Vertical Single Cylinder
- * 4 Stroke Diesel Power Pack
- * Direct Injection



YANMAR

“Better than I ever thought possible”



I’m in the business of providing serious anglers with serious game and sport fishing. This involves taking small groups to sea for two to three days at a time, so when I decided to build a new boat I was acutely aware of the need for reliability, comfort and performance.

My custom built 34’ Kevlacat charter boat now operating out of Hervey Bay is powered by a pair of 300hp Yanmar 6LPA series shaft drive engines. Before specifying Yanmar for the engine room, I thoroughly checked out other brands and listened to what other boaties were saying. The name Yanmar kept being mentioned in glowing terms.

Having now run my Yanmar 6LPA engines for almost 1000 hours, I’m more impressed now than I was when they were first installed. They are better than I ever thought an engine could be.

Nomad weighs 6.3 tonnes and each charter trip that I run covers about 250 nautical miles. We travel big distances to get to where

the fish are, so I need engines that will get us there quickly, that are light weight and obviously fuel efficient.

Yanmar scores top marks on every count. We cruise at 22 knots with fuel consumption a miserly 47 litres per hour for both engines. Even at 25 knots fuel usage is only 3 litres per hour more. At 22 knots we have a range of almost 400 nautical miles.

With almost a full year at sea with my new Yanmar diesel engines I am thoroughly impressed. The Yanmar 6LPA engines are amazingly quiet, much quieter than the other brand of diesels that I had in my previous boat. And they are reliable... there have been a couple of routine service checks, but apart from these there hasn’t been a spanner laid on the engines.

I am more impressed now than ever before with my Yanmar engines.

Damon Olsen
Yanmar delivers for me.



YANMAR
6LPA-STP / 300hp

YANMAR
Marine Diesel Power

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Britton Marine FSP36 Yanmar Diversity Fire and Salvage Pump

In the culmination of over eight years work, leading Yanmar Marine Dealer, Britton Marine were recently favoured with an order from the Royal Australian Navy for fifty five (55) of their Yanmar D36 power head equipped FSP36 Fire and Salvage Pumps. In addition, orders from other Navies have now seen the order book swell to seventy (70) units.

A unique package which uses the power head from the Yanmar D36 diesel outboard motor, the FSP36 is currently unmatched in the industry. (see pictures of finished product right, and right below)

Weighing in at only 186kg all up, the FSP36 combines the safety of reliable Yanmar diesel power with industry leading performance. The FSP has an output of up to 720 litres per minute with a fire nozzle pressure of 1000KPA (150PSI). Even more importantly, the FSP36 can self prime from a height of up to 7 meters in less than 40 seconds. Exactly the performance you need in the type of emergency situations for which the easily transportable FSP36 was designed.

Featuring retractable handles for easy manoeuvring through hatchways etc. the FSP36 is a credit to the team at Britton Marine.

For more information contact Britton Marine on ph: 02 9525 4172 or email them at brittonmarine@bigpond.com

Right: Inside. 36hp Powerhead from D36 Yanmar Diesel Outboard



Getting To Know Your Yanmar.

Taking the mystery out of "what's inside" makes life a lot easier, particularly when it comes to servicing.

And what's inside was on show at the February Engine Familiarisation night run by the Western Australian branch Engineer, Paul Prince of Power Equipment, which aimed to give service personnel the opportunity to get to know the 4LHA and 6LPA families of engines.

The theoretical part of the course, which took about two hours, covered such topics as servicing intervals and requirements, making engines above earth, understanding wiring diagrams, warranty procedures, operational information on sterndrives and general sharing of knowledge and experiences.



Then there was the chance to look at the engines with parts such as rocker and timing covers, cooler end caps and intercoolers

**Paul Prince
Engineer, WA**



removed. Attendees also received a booklet with service information and wiring diagrams for future reference. Procedures like general servicing, tappet adjustment, cam belt changing, cooler cleaning etc. becomes a lot easier once the mystery of "whats inside" is removed

Power Equipment WA intends delivering similar packages covering other engines in the marine and industrial ranges. Apart from sharing knowledge, it was a very good opportunity for everyone to network with other businesses in the industry.

YANMAR'S TNE ENGINES - **BARGE RIGHT IN!**

When John Farrell of Blue Water Barges – Botany Bay, NSW decided that the next step in the companies expansion of its water front civil contracting operation was a 6 tonne mobile pile driving rig he had no doubt on what engine to choose to run the hydraulics – Yanmar!

He knew this because a few years back John needed a generator to run the various electrical systems on a barge that his company used in its dredging operation.

Steve Britton of Britton Marine and Industrial Diesels recommended to John that the Yanmar 4TNE88G1 Series engine coupled to an 18 kva, 3 Phase 415 Volt alternator would give him all the power he required.

Now 2 years on the generator has been operating faultlessly in all weather and sea conditions. Fuel consumption according to John is minimal, and he is amazed at just how quiet the Yanmar is when running.

To run the hydraulics on the pile driving rig, John realized that a larger engine was required and had no hesitation in selecting a Yanmar 4TNE98IP series diesel.

Modifications to the base frame were necessary to accommodate the engine in the rig and the only other changes were to the mounting of the control panel (key).

Working in some harsh conditions, day to day service of the diesel was very important and the fact that the Yanmar has "same side servicing" meant that all parts that required regular checking and replacement are conveniently grouped on the same side of the engine and this gives a significant advantage, especially when engines are to be installed in locations where space and access is at a premium. John also noted that both Yanmar TNE series engines had much lower noise levels particularly mechanical noise



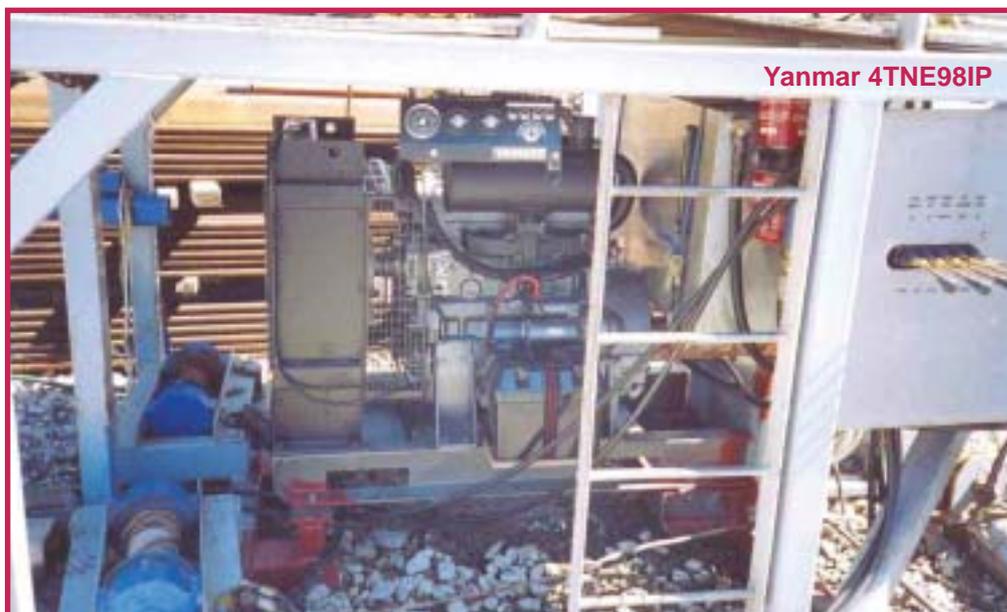
Dredging Barge

than other diesels he had considered for his applications.

Timing gears and injection drive gears are two areas which have received intense design effort. Helical profile gears are quieter, and the use of stiffer shaft materials has reduced flex allowing finer bearing tolerances. In the next 12 months John will be repowering some machinery on one of the barges that will require an even larger diesel and he has indicated that the larger 4TNE106 Yanmar will fit the bill perfectly.



Aerial View



Yanmar 4TNE98IP

Whether you're repowering your existing boat like "ALLURE" or powering up a new vessel, like a "BLACKWATCH"- the only choice is **YANMAR!**

Blackwatch Boats Australia are well respected in the boating industry and the team at Blackwatch strive to make the best sports fishing boats in the world using the most up to date production techniques and the best materials available.

In association with Blackwatch Boats Australia, Deep Vee Marine have been building the smaller models in the Blackwatch range for nearly three years. Production has increased from 10 to over 35 vessels per annum, with the future looking even better. Deep Vee Marine produce models for both local and overseas markets. This year saw Deep Vee produce a flush floor version of the BW26 - now known as the BW260 (see Men In Black).

When it comes to diesel power they choose the best.....Yanmar! As stated by Stewart Smith of Deep Vee Marine "The products offered by Yanmar allow us to offer several different options for our customers in the smaller Blackwatch vessels whilst the BW30 and BW34 have the bigger power plants to deliver exceptional performance and economy."

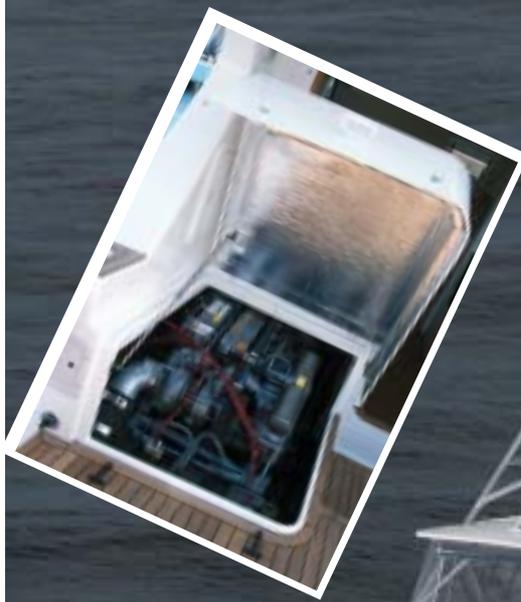
Both vessels pictured right are perfect examples of how Yanmar, Blackwatch and Deep Vee have worked together to create the ultimate in Sports Fishing Boats.

BLACK MAGIC

This Black Watch 34' accelerates easily and reaches a top speed of around 30 knots. Cruise speed is from 22 to 26 knots with high-speed cruise of up to 28 knots.

The 34' hull is long and lean giving it sensational fast down hill running ability. The agility of Black Magic is marvellous. It's possible to run in serious conditions at 26 knots without the boat putting a foot wrong.

Black Magic is in 2C survey and is owned by Keith Williams, she operates out of Port Hinchinbrook Resort for resort guests and locals alike. Even with the optional Black Marlin tuna tower, the twin



BLACKWATCH 34
"BLACK MAGIC"

Repower Or New Power?
YANMAR

Is The Answer



BLACKWATCH 260
"MEN IN BLACK"

Yanmar 6LY2A-STP diesels still deliver brilliant performance and economy.

The Yanmar 6LY2A-STP 440hp Diesel Engines are specifically designed and built for marine use. They have a very favourable power to weight ratio and deliver the best performance for dollars invested.

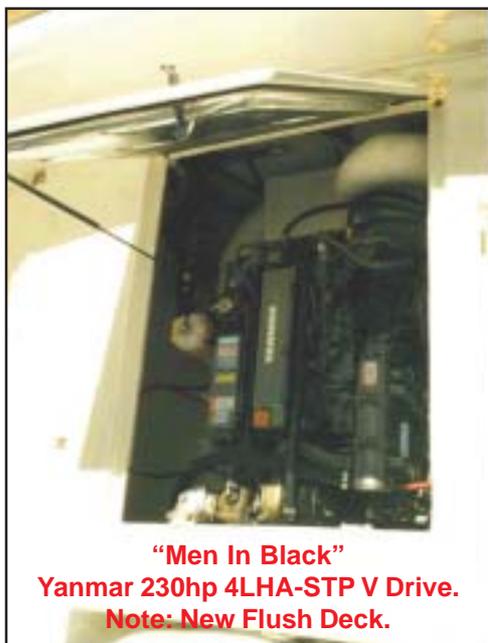
MEN IN BLACK

Men In Black, a Black Watch 260/45, is a superb boat handling better at sea than most boats 10' longer. MIB jumps easily onto the plane and reaches speeds in excess of 30 knots. Whether pushing into a head sea or running in a following sea, the Black Watch hulls are dry and easily manageable with no tendency to roll or yaw.

Based in Mooloolaba on Queensland's Sunshine Coast, Men In Black has a flush floor cockpit and is fitted with a pair of Yanmar 4LHA-STP propulsion engines. (The BW26 diesel package is normally supplied with a Yanmar 6LPA-STZP Bravo 2X series stern drive package. However, more recently they have installed standard shaft drive engine packages with ZF63-IV V-drive marine transmissions. BW also offer this vessel with the option of either 4LHA-STP 240hp and V-drive gearbox, or, the 6LPA-STP 315hp with the V-drive gearbox.) The owner, Mr John Renton, is very happy and loves the versatility of the shaft drive and bow thruster package.

The high power configuration comfortably positions the 4LHA to stand world class in all three main areas of comparison, namely, power-to-weight ratio, power-to-displacement ratio and power for a given set of engine dimensions.

For more information please contact Blackwatch Boats on 02 6676 6512 or Deep Vee Marine on 07 5526 3945.



"Men In Black"
Yanmar 230hp 4LHA-STP V Drive.
Note: New Flush Deck.



"ALLURE"

Dual Yanmar 500hp 6CX-GTE2's

"ALLURE" is a 43ft Flybridge Game Cruiser built in 1997 by O'Brien boat builders in Townsville, QLD. Captain Darren (Biggles) Haydon, of Down Under Marlin Charters, operates "ALLURE" out of Cairns, Australia, fishing the waters of the Great Barrier Reef between his homeport of Cairns and the beautiful Lizard Island.

In December 2003 her existing engines were replaced with Yanmar 6CX-GTE2 Engines chosen because of their quality and excellent reputation. These advanced 6 cylinder engines are delivering brilliant performance, as detailed below, and their benefits far out weigh those of other brands of diesel engines in this power range. For starters, fuel is pressurized as high as 240kg/cm³ by the new YPEPS fuel pump. It's ultra high pressure mist adds more power output to every stroke. The Yanmar 6CX range of engines are built like athletes, compact, efficient and proficient. Short stroke wide diameter pistons are served by 4 valves atop each of the 6 cylinders.

"ALLURE" is a fast, comfortable, purpose built game fishing vessel. Accommodation consists of a double cabin with private ensuite, a V berth that has 4 single bunks plus another toilet/shower facility. The boat has air-conditioning throughout with a comfortable, spacious and functional saloon. She is fully equipped with state of the art electronics and navigational equipment.

Since January 2004, "ALLURE" has been on charter every day, and will continue to

be on charter until mid March 2004 with the same customer, a total of 35 days fishing.

The sole purpose of chartering the boat over such a long period is to give the angler every chance of securing a world record Striped Marlin on a fly rod, tackle more commonly used for trout fishing.

On the 30th of January, the angler, with the help of the crew and some brilliant boat driving, were able to set a new world record for 6kg fly tippet. A Striped Marlin of 69kgs was weighed.

At no point in time did Glen Simpson (*owner of ALLURE*) or the boats skipper (*Darren "BIGGLES" Haydon*) expect to be responsible for putting onto the deck, a Striped Marlin that would become the largest ever in the history of Australian game fishing to be caught on a fly rod.

On February 3rd they weighed a fish, that pulled the scales down to record a weight of 101 kgs. The fish was caught on 10 kg fly tippet to set yet another new world record.

Steve Parsons, of Power Equipment, reported: "Speaking to "BIGGLES" he told me that not only is he seeing unimaginable fuel economy, but the smoothness of the gear changes and response and maneuverability of the boat is unbelievable compared to the old engines. He strongly believes that this is due to the increased torque of the Yanmar's and the CENTA "R" type coupling". (which Power Equipment recommended on this occasion.)

A Real Pearl-a!

The Yanmar 6CH-UTE



Dick Morgan and his son Andy own and manage Morgan & Co Pty Ltd, a pearling company located at Exmouth Gulf, about 14 hours by car North of Fremantle.

Their fleet of 5 Pearl Cleaning vessels operate in remote locations, and therefore reliability and economy are essential when choosing marine propulsion engines. These vessels operate 800 - 1000 hours per year with a work cycle of 20 minutes out to the Pearl Farms, then continuous 20 metre runs to service the farm, and then the return trip home.

After initial technical discussions and a trip to Perth to view a local Yanmar 6CH installation, the company placed their first order with Power Equipment for a pair of Yanmar 6CHM-UTE (rated at 280hp @ 2600rpm) in July 2002.

When it comes to selecting a high performance work engine they couldn't do better than look at the wide CH range of Yanmar diesel engines. Running from 57.4kW to 206kW in a selection of 5 models there's an engine to match most workboat jobs. They are remarkable for their stable, high speed output and for the refinements that have developed these veteran units into today's highly sophisticated performers.

The Yanmar 6CH range has sophisticated features such as a super-high pressure and incredibly precise injection pump, four valves per head and Yanmar's unique 'plum blossom' piston crowns.

The servicing of these engines is also simplified, features such as inspection hatches in the block for six cylinder models, easy access to maintenance points and simple replacement of piston rings which all help the owner keep his engine at work for longer trouble-free hours.

After the first pair of 6CHM-UTE's were purchased, commissioned and given the ultimate initiation for performance, reliability and economy. Dick and Andy had no hesitation in purchasing another 2 pair, with a further 2 pair built into the budget.

This will total 10 of the mighty 6CH -UTEs in the Morgan & Co fleet with a chance of re-powering the companies anchor vessel with a bit more horse power from the Yanmar stable of engines.

The boys at Morgan's are also looking to add 2 x 4TNEs to drive high pressure pearl shell cleaning machines and extend their Yanmar fleet further.

What a great team, MORGAN & CO PTY LTD and YANMAR marine diesels.



Yanmar 6CH-UTE
280hp @ 2600rpm

Yanmar/Mono Combo A Winner!



1



2



3



“would have to be one of the best diesel engines he has ever used and the Yanmar/Mono combination worked extremely well”

In 1996 when Mike Cripps decided to look at an additional income source for his wheat and sheep farm in Eneabba, Western Australia, he decided to try growing Marron. Marron are the largest freshwater crayfish in the South West of WA and one of the largest freshwater crayfish species on earth. They are native to Western Australia’s south west and great southern districts. Marron need good quality water and lots of it. They grow well in large ponds and have to be fed almost daily. As Mike’s farm is located in the northern coastal wheat belt he had to find an alternative water supply other than the annual rain fall.

He approached Central Pumps in Geraldton, Western Australia and with their help he installed a Mono 820 bore pump powered by a Yanmar TS230 RS. This unit pumps ground water from 57 metres down at a rate of 8000 litres per hour which is fed into a main holding dam that then gravity feeds to the many ponds.

Mike said that for the first five years the Yanmar ran for approximately 100 hours every week and had oil changes every Sunday regardless of engine hours. In this 5 year period the engine did some 26000 hours and he recorded 55000 litres of fuel used. In October 2001 Gerry Davey from Abrohlos Marine in Geraldton was called in to do an overhaul which consisted of replacing piston rings, cylinder liner, con rod bearings and gaskets. Since then it has run almost constantly and is still pumping water.

Mike says it would have to be one of the best diesel engines he has ever used and the Yanmar/Mono combination worked extremely well for him. He has since sold his farm to the White family who are also enjoying a trouble free run.



4



5

1. Marron Farm
- 2 & 3. Yanmar TS230RS
4. Main Holding Dam
5. Smooth Marron Yabby

The Dalby made Dingo is heading to the lands of American pie and Swiss watches. Stephan Textor and Andreas Eugster from Switzerland were in Dalby, Queensland recently for 2 weeks of training along with James Kerr, from Red Roo (based in Melbourne and Birmingham, Alabama). Both groups will be taking the Yanmar K9-4 model Dingo back to their respective countries as distributors. They will join Dingo distributors in New Zealand and the Oceania regions.

Stephan and Andreas backgrounds are in engineering, tunnelling and excavating. James' family own Red Roo Sales and Service - a company selling items such as mulchers, mowers, garden tillers, etc.

Brendan McDonald, Dingo International Sales Manager, says the US and Switzerland are ideal - "They are both strong economies with populations living in big cities - perfect territory for Dingos that specialize in limited access work."

Being an international distributor for Dingo isn't as easy as saying you want to sell the product and then having the Dingos shipped off to a foreign country. After showing interest in Dingo and enquiring to Dalby Head Office - potential distributors are asked to come to Australia to learn about the product and company. Training in sales, marketing, assembly and application gives the future distributors insight into how Dingo Australia is run.

Dingo has its factory in Dalby, Queensland with branches located across Australia. And as for the future of Dingo in the global market - "In the next month we will be appointing a distributor in South Africa. The only limit to how many distributors we take on is how fast we can build them." Says Brendan.



Stepher Textor, Andreas Eugerser, Gary Biggs & James Kerr



Dingo Takes On The U.S. & Switzerland!

Yanmar TNE's - Quiet Smooth Grunt

The Dingo is a hydraulic power plant designed to power a wide range of attachments to tackle a multitude of labour saving jobs.

It is a fully integrated labour saving system that replaces costly hand labour, improves productivity, increases profitability, is safe, easy to handle and goes where other machines can't.

This Dingo K9-4 has managed to combine a bigger engine, stronger hydraulics, higher lift and more lifting capacity all in a more narrow frame.

The starting point of this design was to get the biggest possible engines into a Dingo size chassis. They did even better, and were able to make the K9-4 narrower. For Diesel lovers they use a 25.6hp Yanmar 3TNE74 - that gives 3 cylinders of quiet and smooth grunt.

With low piston slap, low timing gear meshing noise, low crank journal slap, and reduced flywheel air-rush noise, the TNE Series keeps unwanted noise to an all-time minimum.



Dingo K9-4 with Yanmar 3TNE74

Note From Ed:

In Power News No.22 - page 8 please note that the last part of the article was ommitted.

It was to state that Billistic, a fast planning variable dead rise monohull, was built and designed by Ocean Pearl Boat Builders in Western Australia. They can be contacted on 08 9193 5712.



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