



Power News



YANMAR
The Powerful Gem

NEWSLETTER OF POWER EQUIPMENT PTY LTD - AUSTRALIA

Issue 27, December 2005



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Fusion Catamarans offer the Yanmar 3YM30-C 29hp at 3600rpm saildrive package as the standard option in this vessel along with the Gori 2 or 3 blade geared folding propellers.



Yanmar 3YM30C
Diesel Engine



Gori 2 Blade Prop



Gori 3 Blade Prop



Allan's Message



FANT

As 2005 draws to a close with Christmas only days away, for those of us in Australia, many will be looking forward to well earned annual summer holidays, self included. October 1st 2005 passed quietly and without fanfare, however it signaled Power Equipment turning 15 years old having represented Yanmar for the same period of time. By any measure, this period of Avril's and my life has been a very exciting and rewarding time and there has seldom been a quiet moment or lack of challenges. Concurrently our three children have transitioned through to adulthood, with Mum the shortest and Dad no longer being the tallest in the family, so some sobering realizations on the home front as well!

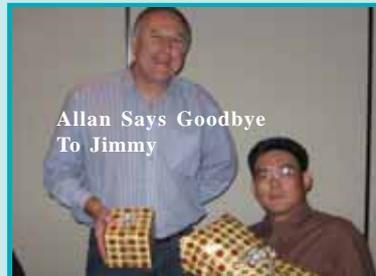


Allan & Avril Foster

15 years on and I'm looking at this bloody computer screen which has come to near rule my life and I'm taking a pause. A pause to reflect not only on the events and successes of the year, as well as what 2006 might have in store for us, but to stop and think where life's journey is taking Power Equipment and all of our valuable staff. As we all know, often the days, weeks and years roll on and there are times when we all wonder where the time has gone. Where will Yanmar, Power Equipment indeed all of us be in 5, 10, 15 years time? Not to worry, my philosophical pause has been interrupted, which is probably just as well, reality has returned.

During 2005 we have very reluctantly said farewell to two dear friends and colleagues:

Firstly, Jimmy Onishi who was our daily contact person at Yanmar Singapore and the person in charge of our region. Although of Japanese origin, as a teenage boy Jimmy spent a number of his formative years living and studying in Melbourne, Australia. The experience obviously had a significant and profound effect on Jimmy and his sense of humour and for any who had the chance to spend time with him, will appreciate my comments. Jimmy was a great ambassador for Yanmar and one of the hardest working people I know. After a long stint based out of Singapore, endlessly traveling the region, the hierarchy in Japan have finally tracked him down, and he has been consigned back to the motherland and a serious job! We wish Jimmy every success in his new position, and have been assured we will always have a "secretary in charge of entertainment" on standby in Osaka! We should also wish him every success in his secondary task of locating the new Mrs. Onishi, may it be a hot and spirited pursuit!



Allan Says Goodbye To Jimmy



Jimmy & His Favourite Chips



The other departure after 11 years is Don Scott (see left) our WA Branch Manager. Don has retired himself to the family farm to cultivate Marron, which is a small freshwater lobster unique to Western Australia. Don has been a pillar of strength and the backbone of PE's WA operation, and whilst he will be sadly missed, on behalf of all staff I wish Don every success in his new venture and sincerely thank him for his excellent contribution over the last 11 years.

During the last few years our on going expansion has required us to relocate both our West Australian and Queensland Branches into new premises. Well, by necessity it's now Head Office's turn, and I am delighted to announce the purchase of a green field site with direct access to one of Melbourne's key freeways at Lyndhurst, which is 37 Kms SE of Melbourne's CBD on Hwy M420 just off the M1. Needless to say this is a very exciting development, and during 2006 we will complete the design and get construction of a new purpose built facility underway.

On behalf of Avril and myself and the PE Team we wish you all a Happy & Safe Christmas & Prosperous New Year.

Allan

There couldn't be a more exciting vision for the multi-hull home builder than the arrival of two forty foot containers carrying the precious cargo of a Fusion 40 kit set.

Perfect computer cut components coded for easy assembly, uncompromised state of the art workmanship and flawless design parameters underlining the boats obvious and enduring value....A big red ribbon is all that's missing.

But the Fusion 40 is more than a valuable asset. Here's a cat blending the finest of technology and impeccable design to create something truly awesome in the arena of new age kit forms. The boats pedigree lines and clever features are a collaboration between renowned Kiwi designer, Gary Lidgard and a team of dedicated multihull sailors. Not just 'weekend warriors', this panel of true enthusiasts brought over 50 years live aboard experience to the design table. Market research involved careful analysis of consumer needs based on broker statistics and owner builder case histories before plans were finalised and production tweaked.

These innovative vessels are being produced in Airlie Beach, Queensland by Fusions Catamarans Pty Ltd and marketed by E Multihulls Pty Ltd. The name Fusion comes from the build method, but the way they perform it could have something to do with their highly impressive pace.

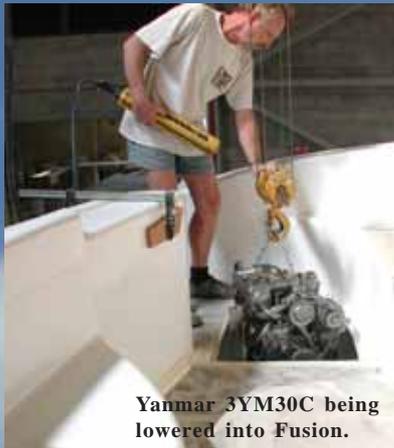
This is a revolution in Australian kit forms. For the first time, a design has been computer generated, separated into components and the moulds then produced on a multi million dollar five axis router giving the moulds an accuracy previously only seen in the car industry.

Needless to say – besides being the bees knees in contemporary design, this is a very comfortable boat to live on and is a real pleasure to sail.

But perhaps the most dynamic and innovative Fusion Factor is the Company's dedicated production team. Led by Doug Holiday and Ken Horton, pioneers in composite construction and infusion moulding with a long history of collective experience.

FUS

ASTIC



Yanmar 3YM30C being lowered into Fusion.

Doug and Ken have been involved with building everything from surfboards to planes, mine hunters, trains and people movers just to mention a few.

Resin Infusion was pioneered in Europe some years ago but the process is still in the experimental stages for the majority of production boat builders in Australia today. It seems everyone has the process on their agenda. Some are just tooling up or introducing the method on a small scale but nothing is comparable to the already refined level of development exemplified by the Fusion 40.

So innovative is the Fusion build concept that precise details of the process and resins utilised

remain top secret, (For Your Eyes Only!!!)

The multihull industry of the 21st Century is in an explosive, exciting environment with a vibe that continues to ricochet between the traditional compromises of comfort, speed and economy. This boat comes the closet yet in bridging the gaps with its slick formula of excellence, comfort and ease

of construction.....

The Fusion 40 is a cool blend of everything desirable in Millennium Multi – Innovation, Imagination and Infusion!

Following on from the incredibly successful Fusion 40 Sailing Cat, Fusion are releasing an equally exciting product for 2006, the Fusion Power 40. For more details on the Fusion range check out their web site www.fusioncats.com or email them at info@fusioncats.com

Propulsion Package

The engine of choice for the Fusion 40 sailing cat is the new generation 3YM30C / SD20 sail drive package which has a rated power of 29hp@3600rpm.

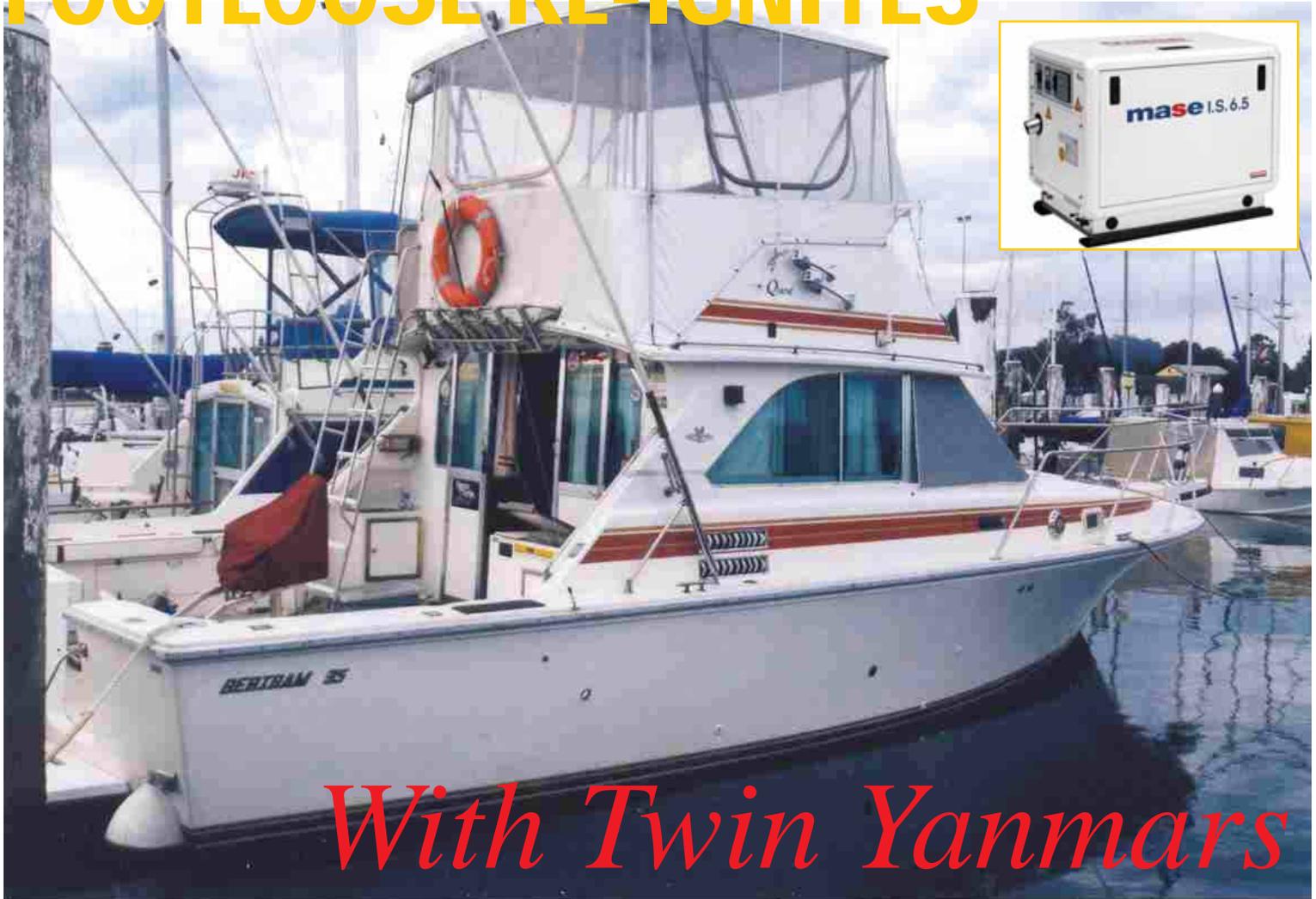
Ray Harris (P.E Qld Branch/ Marine Sales Manager) has worked closely with the team at EMultihulls to supply a customized installation kit to facilitate their build / supply process. Ray also reports that the demand for the 2 and 3 blade Gori propeller option is growing from owners of these vessels with several vessels in recent months being supplied with this hi quality product from Gori due to the hi performance and low vibration that the Gori is renowned for.

The Yanmar sail drive engine range (from 9hp to 75hp) continues to be the brand of choice in Australia. Independent industry statistics show that over 69% of sail drives sold in Australia during the last 12 months have been specified as Yanmar. The new generation YM series since its launch late last year has continued to impress boat owners with its quiet and smoke free operation. Key features found on all the complete YM range from 14hp to 29hp that are receiving much praise from owners and boat builders alike are the new compact VDO gauge panel, electric shut off system and factory supplied 80amp alternators. Likewise the performance of the Yanmar SD20 sail drive which is matched to the compete YM engine series continues to deliver the reliability and low cost of ownership which makes it a much favoured option among the

demanding high hour bare boat charter operators right across the globe.

ION

FOOTLOOSE RE-IGNITES



With Twin Yanmars

When the time comes to consider repowering your boat, who do you turn to? . Your local authorized Yanmar Marine dealer that's who!!.

One of our valued client's on the NSW South Coast Mr Alex Wheelhouse took this advice for his Bertram 35 and is very pleased with the results achieved.

Alex Wheelhouse is a founding member of the Batemans Bay game fishing club and has been fishing out of the club for the past 20 years. Alex decided the time was right to replace his ageing Volvo 60C diesel engines which were installed in his Bertram 35 MK1 built by International Marine Australia "MV Footloose" .

After considering all his options he sought the advice of his local Authorised Yanmar Marine Dealer Mr Paul McDonald, dealer principle of Batemans Bay Marine.

Paul had no hesitation in recommending the Yanmar 6LPA-STP (300hp) Marine Diesel Engines as a suitable option based on the knowledge that the 6LPA series has a proven history of great performance and low fuel usage in similar sized vessels but also a model that is now standard equipment for many Australian custom and production boat builders.

Satisfied with the advice and service offered by Paul the decision by Alex to replace the original engines was made a lot easier - out went the Volvo's and

in with a pair of 6LPA-STP's coupled to the ZF 63A hydraulic shift down angle transmissions. With the decrease in engine weight and increased room in the engine space now offered by the Yanmar's, Alex also took the opportunity to upgrade his on board comfort levels and the decision to install a Mase IS6.5 (1500rpm) Silenced Generator Set was chosen and again expertly installed by Paul. Installed complete with a super silent (gas / water type separator) exhaust system the Mase Gen set has impressed with both low Vibration and Noise levels exceeding their expectations.

"Footloose" upon completion of the repower has been given a new lease on life by her owners and now achieves a maximum speed over 26knots combined with Alex reporting a daily fuel saving of over 30%.

Alex is now enjoying the benefits that only a Yanmar repower will give.



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Yanmar L70 Does The Job!



**Above: Boom Irrigation In Action.
Below: Yanmar L70AE-DE**



For several years now Upton Irrigation of Toowoomba Queensland have been using the Yanmar model L70AE-DE single cylinder Air Cooled Diesel engine to power their "Boom Irrigator".

Uptons have tried other brands of diesel engine, but through the process of elimination, have settled on the Yanmar Diesel engine because of its reliability and fuel efficiency plus the National support that Power Equipment can offer.

These Boom Irrigators are in operation all over Australia and exported to some of our near neighbours, and because of this, it is imperative that Parts and Service backup is available.

Upton Boom irrigators are simple to operate and cheap to run – a very important factor considering today's rising fuel prices.

For a cost effective solution to your irrigation problems phone Upton Irrigation. They specialise in the manufacture of low pressure travelling boom irrigators. Their machines are fully galvanized and operate at pressures down to 10psi and at flow rates ranging from 5 to 30,000 gallons/hour by varying the spray nozzle sizes on the booms. Unlike winching, wind has no effect on watering efficiency.

Powered by a powerful electric start YANMAR L70 AE-DE diesel motor that only uses 1/3 litre of diesel per hour, giving it roughly 500 hours use from the 150 litre tank, the engine runs a hydraulic pump and a hydraulic drive system allowing the operator to set varying times and flow rates depending on the application.

Upton Irrigation design their irrigators to the farmer's requirements and specifications. There is very little water wastage or run off as they use the latest in spray technology to deliver the water where it needs to go – right down deep into the soil. With the added option of their hydraulic control turntable – irrigating can become a one-man operation.

For more information please call 07 4696 2502 or email uptonirrigation@bigpond.com.
Web: <http://www.uptonirrigation.com.au>





“Three Hulls is Better Than One”

After almost 2 years of Blood, Sweat & Tears, ALG Marine's "Outcast 2800" has finally hit the water & is now creating keen interest everywhere it goes. ALG Marine, made up of Paul Arnold, *a qualified diesel fitter and highly skilled fabricator*, Wayne Lewis, *a high skilled and qualified pattern maker* & Peter Grubb, *a panel beater or better known to his mates as the master of repairing wrecked vehicles*, are the brains trust behind this magnificent vessel. The build of this first class vessel would not have been complete without the skills of Peter's two brothers, Jeffery & Robin Grubb who worked tirelessly on this project also, and need to be credited for their efforts. Jeffery, like Peter is also a panel beater and Robin a spray painter.

In the 21 months that it took the team to design & build this masterpiece, the team worked tirelessly on making sure that every part of the entire vessel was designed and constructed correctly.

Outcast is not your standard type of vessel either. Based on a tri-hull design, this brilliant piece of workmanship has a hull length of 8.3 mtrs (27.4 feet), an overall length of 9.3 mtrs (30.7 feet) including the bow sprit and aft boarding platform & a beam of 2.9 mtrs (9.6 feet). The team from ALG Marine settled on the tri-hull configuration for a number of reasons, firstly because they wanted an extremely stable fishing platform and more importantly they wanted a soft ride whilst battling the harsh conditions experienced

seen throughout the boat. The main composite material used during the construction was Klegecell, a light weight foam material that when used in conjunction with GRP, it is not only light but extremely strong. The transom of the vessel is constructed of solid GRP and the mono stringer system is all foam filled. Creature comforts such as a fully enclosed wheel house with hard top, Armour Plate glass & freezer are all standard accessories. With a substantial fuel capacity of 600Lts & a fresh water capacity of 200Lts, the total weight of the vessel comes in at a mere 3780kgs plus persons & personal gear. A wet well is also part of the vessel's make-up and is designed to be used in a number of different ways.

off the Tasmanian coast for the majority of the year. The build of the vessel is to current Tasmanian survey requirements and is constructed completely of GRP and composite materials, there is not one piece of timber to be

In keeping with the conscious effort of weight reduction, ALG Marine did the research on the various sterndrive engine options available on the market and finally settled on the much respected Yanmar 6LPA-STZP & Bravo II package. They choose this engine for a number of reasons, one for its light weight of 522kgs complete, but also based of the engines reputation within the industry, its mechanical fuel injection system and finally its smooth quiet operation. When the day arrived to carry out initial start-up & seatrials, ALG Marine called upon the services of Power Equipments Melbourne based Sales Engineer, Steve Parsons. Steve had along the way advised the guys of all technical requirements and been instrumental in the correct selection of the sterndrive reduction ratio and

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Ozzy's Powered By Yanmar

Ironbark Fabrications, a family owned and operated business, began as Hydraulic & Fabrications in Brisbane, Qld over 35 years ago and later moved to the current premises at 13 Ironbark Street, Moree NSW, to better service the Cotton industry with their Hyfab range of Chainbeds, Module Builders and Infield Loaders. The Production of their Crane Erector Borers was also moved to the Moree premises where they supply the Electricity Industry throughout Australia.

The Ozzy Cranes Division is renowned for their Ozzy Crane Erector Borers used throughout the Electricity Industry, in addition to Ozzy Crane Borers, Ozzy Cranes has added to their range a versatile package of Cable Handling Equipment such as Cable Stands, Cable Trailers and Bull Wheel Tensioning Units powered by Yanmar Diesel Engines.

Cable Stand Models are capable of producing a line pull of 10kn while Paying out overhead Power Lines and 60mtrs/ min Recovery speed including a specialised Cable Feed Assembly for layering cable evenly onto Cable Drums, these Cable Stands are powered by a Yanmar 3TNE88 Diesel Engine.

Installing Overhead Power Lines is easy using two Cable Stands, place one Cable Stand at one end with a full Drum of Conductor Cable and another Cable Stand at the other end empty. A pulling rope is placed between the two Cable Stands and the Cable Pulling process begins until full power line section is complete. The Cable Stand at the far end is Pulling at a max 10Kn and the Cable Stand Paying off is using either the Hydraulic Control or Manual Disc Brake to adjust Cable Speed off the drum.

The Final Tension of 10Kn can be achieved using these Cable Stands as an all in one unit or if more Tension is required, Ozzy Cranes also have a 34Kn Bull Wheel Tension unit in their range powered by a Yanmar 4TNE84T Turbo Diesel Engine. These Cable Stands and Bull Wheel Tension units can be used as Independent Units or as a Combination of either three Cable Stands or two Cable Stands with one Bull Wheel unit to enable the pulling of "Three" Conductor Power Lines at the same time. Safety is always at the top of the list and these Units can also be operated by Remote Control so the operator is well clear of Conductor Line Pull.

Ozzy Cranes is grateful for the co-operation and support of Power Equipment and Yanmar Engines. They can be contact on 02 67511422 or Email:

ozzy@northnet.com.au



Yanmar 3TNE88

propeller combination. Seatrials were carried out on Launceston's Tamar River in choppy conditions. During seatrials, the vessel recorded a top speed of right on 30 knots and cruised comfortably at anywhere between 18 & 26 knots. Having spent many hours on the water over the years aboard many different types of vessels, Steve commented afterwards just how impressive "Outcast" performed, both whilst under way & at rest. *The engine, sterndrive ratio & propeller selection are right on the money with this one, it would have to be one of the best boats I have been involved with during my 19 years in the industry and the best of its size and type without a doubt. The performance of this vessel is nothing short of amazing. The acceleration and smoothness of the ride leaves you speechless at first & the power & torque of the Yanmar 300 hp sterndrive provides blinding fast turns.*

On the very first trip to sea after all the seatrials had been completed, "Outcast", with 8 persons and gear on board, travelled a total of 47 nautical miles for a total fuel burn of just 65 Lts, yes that's right, a mere 65Lts. This initial trip was made up of varied running conditions that included the following; **37 nautical miles at between 21 & 22 knots & 10 nautical miles at around 7 to 8 knots.**

"Outcast" has now clocked up 127 hours and the boys could not be happier.

For further information on the engine & sterndrive package, contact your nearest Yanmar dealer or Power Equipment Branch.

For further information on the "Outcast" 2800 contact Peter Grubb on 03-6331-5169.



SPARKMAN & STEPHENS 34



Constellation is the first vacuum infusion Sparkman and Stephens 34" Yacht.

Vacuum Infusion is a technique that uses vacuum pressure to drive resin into a laminate. The reinforcements and core materials are laid dry and the vacuum is applied before the resin is introduced. Once a complete vacuum is achieved, resin is literally sucked into the laminate via carefully placed tubing.

Designed by Olin Stephens the worlds number one yacht designer and creator of a record 9 Americans Cup winners for United States of America, the yacht has a standard cruiser / racer layout.

There is also a luxury cruising layout available with enclosed W/C and shower compartment, hot and cold running water, refridgeration, autosteering, Anderson powerwinches, TV and DVD and sound system, wheelsteering cockpit cover and fresh water maker, etc.

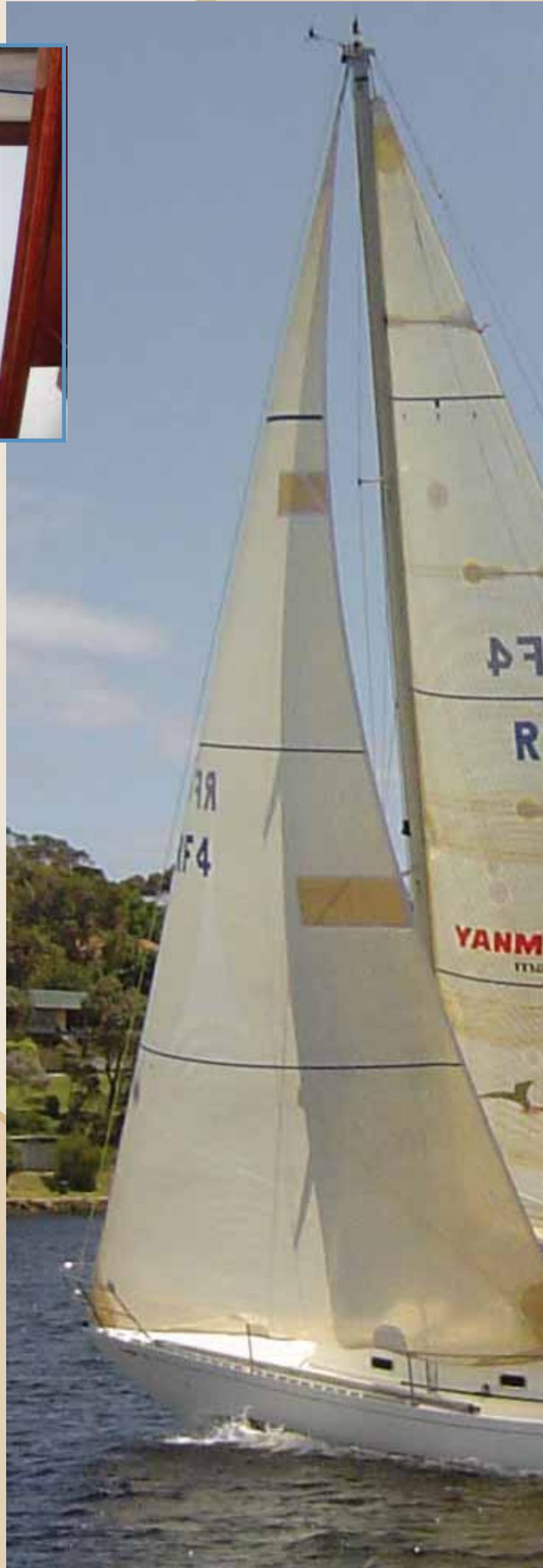
The Classic Sparkman & Stephens 34 - Constellation

Now craftsman built with pride in Western Australia, using some of the worlds most advanced construction techniques to combine innovation with elegance and tradition. The modern 2005 S&S 34 offers ease of handling, superb cruising comfort with a world-renowned safety record. The sleek sea kindly hull design delivers unsurpassed performance for short or extended cruising, relaxing quietly on a mooring or sailing in competition.

The spacious interior comes with a choice of modern furniture layouts and soft furnishings can be customised to reflect your personal taste. The S&S 34 is available as a complete yacht with the option of either cruising or racing rigs or can be supplied in various stages of completion.

Jon Sanders, David Dicks and Jessie Martin have all set single handed around the world sailing records in S&S 34's built by the Swarbrick family who are very proud of the yachts they build.

The highly respected Swarbrick family have been family Yacht Builders in Western Australia since 1963 and have an impressive history spanning more than 40 years in yacht building and design.



4A Star Is Born!



They have experience in a vast array of vessels from super-yachts to trailer-able craft in both sail and power. Drawing from this experience they can design, build, update, repair or maintain any vessel to their customer's requirements.

Power Equipment / Yanmar / Gori Propellers

Power Equipment are very proud to have been chosen as a prime equipment supplier on Constellation, the first yacht of the new Sparksman & Stephens S&S 34 Constellation Series. Graham Dearle's efforts (Power Equipments Western Australian Marine Sales Manager) have been instrumental in our success with this valued client and is keen to see success for the local Western Australian manufacturer of this yacht on both the international and national yachting scene.

Installed with a Yanmar 3YM20 Saildrive Diesel Engine (pictured far left) and Gori 2 Blade Racing Propeller they make for an ideal choice for Constellation. The new YM engine offers more power, greater torque, larger displacement and higher battery charging capacity than the predecessor and in an overall package that is smaller. Yanmar are renowned for building reliable, low maintenance diesel engines and the new YM marine engine series is absolutely no different with users already reporting great performance and low cost of ownership. Depending on clients preferences Graham also advises that an alternative 3YM30 combined with both 2 and 3 blade gori propeller options are available.

Power Equipment Pty Ltd together with our valued partners Yanmar Diesel and Gori propellers are delighted to be involved as a sponsor on the first S&S 34 "Constellation" with Cottleslow & Swarbrick Yachts and wish their very professional yacht building team much success in their future endeavors.

In October '05 Constellation was entered into her first Ocean Race, The George Law Foundation Race. Constellation performed very well winning the race by 16 minutes from her Division 2 rivals and 33 minutes over Division 1....a gratifying result for all involved.





Full Steam Ahead



“The Mase Generator Unit is working beautifully with the only sound you can hear is the sound of the paddlewheels and steam engine. The silent performance clearly adds to the authentic experience of the boat, whilst providing modern amenities in an unobtrusive manner.”



Just over 2 hours drive North of Melbourne, Echuca was founded in 1853 on the banks of the mighty Murray River system. The coming of the railway into the Port of Echuca in 1864 saw it become the largest inland port in Australia and second only to the Port of Melbourne in the 1870's.

Paddlesteamers traded along the Darling and the Murrumbidgee Rivers almost as far as the Queensland border and brought their cargoes of wool along the Murray for transport to the Port of Melbourne, with much of the wool going for export from Melbourne to London.

Echuca flourished. Pubs (about 80), breweries and brothels boomed as the raucous township revelled in its success. Legend has it that it wasn't uncommon for horse races to stir up the dust along High Street where boutiques boasted the finest in European fashion, bare knuckle fights lasted hours down on the river banks and you could catch cod fish as big as a man.

The centre piece is the huge Redgum wharf, where in just one year (1872) more than 240 boats were cleared. With all that hard

work going on, it's no wonder the premises which offered refreshments were so popular.

Once Australia's largest inland port with the wharf a quarter of a mile long, it is now home to the world's largest collection of paddlesteamers and offers a unique insight into our pioneering past. It's a unique opportunity to enjoy and experience an authentic working steam port. Port of Echuca shipwrights, steam engineers and riverboat captains still fascinate visitors, not as deliberate tourist attractions, but because those trades are still a vital part of the Port's operations today as they were in the late 1800's.

Many of the original buildings have been lovingly restored back to their once occupied state. They house restaurants, museums and galleries whilst still upholding their strong historical past. In particular, the authentic paddlesteamers such as the P.S. Pevensey, P.S. Alexander Arbuthnot and P.S. Adelaide, now carry visitors on their travels through the winding Murray River.



The Port Of Echuca also offers a unique environment for private and corporate entertainment. Their vessels, P.S. Pevensey, P.S. Alexander Arbuthnot and P.S. Adelaide, are authentic steamers, maintained and operated exactly as they were in the hey-day of the river trade. There is an incredible sense of history guests can experience on these gentle giants and the Murray River sets a picturesque background.

P.S. Pevensey was built at Moama in 1911 for the Permewan Wright & Co. Ltd. Capable of carrying 120 tons in giant holds, the P.S. Pevensey is powered by a 20 hp twin high pressure steam engine and has a Yanmar Powered Mase IS12 Marine Generator (pictured left).

After catching fire in 1932, she was rebuilt, but later fell on hard times and became a floating museum. Brought in for Port restoration in 1973, this great Clydesdale of the river was refloated in 1976 and began carrying passengers 3 years later.

As the demand for private and corporate entertainment increased for the P.S Pevensey so did the need to have a more reliable and quiet source of on-board AC power. Frank Ryan (Port Of Echuca Manager) approached Power Equipment to help with his generator set requirements after doing his own research of generator set users along the Murray River and nearby Lake Eildon. His research had convinced him

that the Mase brand of generators not only had the reputation for being quiet and extremely reliable but also were well proven in the hot and dry conditions, which this area is renowned for during the peak tourist summer months.

The high performance in these extreme ambient conditions is made possible by the unique intercooler system which is fitted as standard equipment on all of the MASE "IS" (intercooler system) generators which range from 2.5 to 66KW in capacity. These are all purpose built marine generators specifically designed and manufactured for installation on-board boats. The IS range of Mase diesel generators assure shipbuilders and end users easy installation with

high efficiency and performance. Designed for the special demands of the marine environment, Mase Generators marine generator sets all feature low sound levels, market leading compactness and very low exhaust emissions.

The IS12 as installed on the mighty P.S Pevensey is powered by a Yanmar 3TNE88A direct injection fresh water cooled diesel engine which delivers over [18hp@1500rpm](#) enabling a continous generator set output of some 10.2KW under all operating conditions.

After many months of trouble free service installation, Port Of Echuca Manager, Frank Ryan reported that *"The Mase Generator Unit is working beautifully with the only sound you can hear is the sound of the paddlewheels and steam engine. The silent performance clearly adds to the authentic experience of the boat, whilst providing modern amenities in an unobtrusive manner."*

mase generators - the company

Mase Generators, for over twenty years, has been an international leader in the sector of generators, offering a complete range from 0.5 KW to 1,500 KW.

Since 1980, Mase has been committed to producing specially designed generators for permanent installation on board of boats. Thanks to its constant research in technology, which aims at improving the standard of quality in products for increasingly demanding customers all over the world, the company has acquired the experience and know-how that are indispensable for resolving every sort of problem that may emerge within the sector.

Mase is headquartered in Cesena, Italy (see right) just 10 km from the Adriatic sea. The facility covers an area of 15,600sqm of which 6000 sqm is roofed.

For further information go to www.masegenerators.com



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PUMPS AUSTRALIA

TAKE YANMAR TO X'treme!

X'treme PX21-280YDES – Sound Attenuated

Pumps Australia Pty Ltd has developed an excellent new product after 5 years of extensive development and testing and now has the ultimate unit for mobile hot & cold high pressure water industrial cleaning.

The unit operates at 4,000 psi at 21 lpm continuous AS class A for one man operation. The unit is excellent for cleaning paving side walks, general contracting from roofs to heavy grease contaminated workshop floors. This unit can be operated 24 hours a day due to the excellent stainless steel sound attenuated enclosure reducing the noise level to below 80 dba.

This unit complies with the latest mine department electric safety codes.

Further to its success the X'treme is operating well in tough locations.

Also the Worlds No 1 Mining Company BHP Biliton have several units that clean huge drill rigs, ball mills, shovels and general cleaning prior to the maintenance team going into action.

The unit is supplied in many options:

1. Standard base unit with stainless steel sound attenuated 4,000 Psi at 21 lpm
2. Mounted on heavy duty trailer with 1000 ltr reservoir registered on road
3. Options hose reel, turbo nozzles, sand blasting various detergents and foaming packages systems.
4. Many further options to 7000 psi hot and cold available .
5. This mobile Hot & Cold cleaning unit is the most reliable hot and cold high-pressure unit available, with worldwide acceptance for those heavy-duty operators. This unit has been Exported to Thailand, Singapore and Indonesia not to mention Australia wide satisfied contractors.
6. Pumps Australia advise that on every application they have been able to substantially reduce cleaning times and speed up inspection NDT times for drill rig masts and ball mills, BHP saved at least 10 hours off a 24 hour period outage

Specification range

- Pressure 3000 to 7000 psi
- Flow 15 to 30 lpm
- Diesel fired stainless steel boiler to 140c – super hot versions available
- 3.5 Kva on board generator
- Shut down protection low oil pressure, low diesel fuel - low water level – filter blockage
- Yanmar 3TNE74EPP Power Pack

This X'treme unit is the Rolls Royce of heavy-duty mobile cleaning.

Design engineered and manufactured by Pumps Australia.
For more information contact John Warne
at JDWarne@bigpond.com.au.



Limousin Marine Joins The Yanmar Team

Power Equipment was recently delighted to announce the appointment of Limousin Marine as an authorized Yanmar Marine Dealer in New Caledonia.

Based in Noumea, Limousin Marine led by Philippe Limousin (pictured far right below) is a second generation company which is generally regarded as the premier marine sales, service and support organization in New Caledonia.



For many years Power Equipment and our Australian Dealer network have regularly received ongoing inquiries for both engines and support from the New Caledonia. As such, we are delighted to be able to now welcome such an outstanding company as Limousin Marine to the Yanmar Team, thereby helping us to achieve our goal of a ever improving level of customer support throughout the South Pacific region.

There is already a significant population, especially in recreational charter boats, of Yanmar product in New Caledonia and Limousin Marine have already achieved their first sales of both new engines and also parts to existing customers.

Limousin Marine also recently took the opportunity to display a 3JH4 sail drive package at the Noumea Boat Show and judging by the photos, they will be no shortage of Power



Equipment personnel wanting to "volunteer" to assist at the next show.

Limousin Marine can be contacted on:
Tel +687 27 4186, Fax: +687 27 6870
or email limousin@canl.nc.



Genset-ing Around

With the wholesale price of the much sort after Southern Rock Lobster fluctuating up and down on a daily basis for the past few seasons, many of South Australia's Rock Lobster fishermen are now looking towards keeping their catch alive for a longer period, before selling it so as to get the best possible price. Unlike the older traditional Cray Boats that are still used in areas such as Tasmania, which are fitted with open wet wells for the catch to live in, the more modern high speed vessels don't have this feature and therefore make it harder to keep the catch alive for extended periods whilst the fleet swing on their moorings in the harbour.



engine oil sump pump. The Gen-Set has been installed using a Foreshore Exhaust custom built & supplied exhaust system, utilising both a waterlock muffler and gas separator type muffler, thus offering both added protection against water running back into the exhaust whilst the Gen-Set is switched off and the vessel is operating in heavy sea conditions as well as a much quieter operation.

The Gen-Set is used to run a 21/2" high volume water pump that supplies enough water to keep the Cray's alive in their holding tanks onboard the boat. Ernie & Jamie also use the Gen-Set to supply power for their flood lights which they use in the early part of their days work before

This issue has now been resolved and one of the first to overcome the problem is long time Cray Fisherman and proud operator and owner of a Yanmar 6KYM-ETE (refer to Power News issue # 15-December 2000 for further details), Ernie Allen. Ernie and his son Jamie have just fitted a new Yanmar TNE powered 15kVA three phase Yanmar Gen-Set complete with optional accessories such as above-earth electrics, shut down protection, remote dash mounted start/stop panel and

the sun rises. The Yanmar Gen-Set range offers units in a single phase output from 7kVA through to 20kVA & three phase output from 11kVA through to 45kVA. All models are 1500 RPM, come standard with an air intake silencer and filter assembly, 40 Amp 12-Volt battery charging alternator, engine mounted engine shutdown protection, one side servicing, high quality purpose built cooling system and the highly regarded Meccalte Alternator.

All models from 15 kVA through to 30kVA are offered with a sound shield option.

Other optional accessories for all models include a Dash Mounted Instrument Panel, Sump Pump, Above Earth Electrics and a Remote Start/Stop Panel. Power Equipment also have a range of Marinised TNE based engines that can be setup for driving hydraulics or onboard gensets.

For further details regarding this product range, please contact your nearest Authorised Yanmar Dealer or Power Equipment Direct.



2005 Elmore Field Days



The Elmore and District Machinery Field Days are held annually on a dedicated site on the Midland Highway at Elmore in Northern Victoria. First held in 1964, the show is one of Australia's premier agricultural Field Days.

In previous years Power Equipment has relied on dealers and OEM customers to carry the Yanmar brand name to the visitors to the show. This year we decided to exhibit in our own right (pic above left and right of stand), to enable us to have all the products and services displayed on one site. Additionally we were supported by many of our loyal agricultural customers, who displayed products they build using Yanmar Diesel Engines.

The presence of a dedicated Yanmar Diesel Engine stand at the show allowed visitors to discuss aspects of sales, service and application with appropriate

staff, this was clearly a big hit with show attendees, as we were kept busy for most of the three days of the show. It also gave us the chance to interact with our dealers and OEM's in the field.

Our display included a full range of Yanmar L series air-cooled engines from 4.8 hp to 10 hp. TF series from 6 to 14 horsepower, and Yanmar TNE series from 15 to 112 horsepower.

We also displayed two of our new four pole generators suited to agricultural use, namely a submersible pump generator, the SPG4 and a general purpose YTB4 set. These generators use the Yanmar heavy duty TF series engines running at 1,500 rpm, which ensures that goals such as, long life, low fuel and oil consumption and minimal vibration are achieved.

To support these models, we also displayed

a full range of the new Yanmar Branded Lubrication oil and coolant. These products created a great deal of interest on our stand as we were able to give show visitors a specific recommendation for their engine. It was quite surprising how many people were using oils more suited to highway truck engines than stationary engines.

Based on the results of the 2005 Field Day, Power Equipment will exhibit at this show in future years.



PE's Guy Oliver takes time out to chat to customers.



2V750

VENGEANCE SERIES

Specification:

Engine Type:	Liquid cooled, 4 cycle, OHV, V-Twin
PTO Type:	Vertical Crankshaft, 1-1/8" Diameter, Straight Keyed
No. Of Cylinders:	2
Bore x Stroke:	78mm x 78.4mm
Total Displacement:	749 cc
Combustion Type:	In-Direct Injection
Aspiration:	Natural Aspiration
Valves per Cylinder:	2
Rated Speed:	3600 rpm
Net Intermittent:	18.6hp (13.8kW) / 3600
Direct Rotation:	Counter Clockwise, viewed from PTO Side
Starting System:	12V Electric Starter Motor
Charging System:	12 Volt, 20 Amps
Electric Stop Device:	ETR, 12V Electric Stop Solenoid
Cold Start Aid:	Glow Plugs
Brake Specific Fuel Consumption at Rated Output:	188g/hp-hr
Lubrication System:	Pressure Lubrication with Trochoid Pump



Acclaimed as the world's first liquid cooled, V-Twin diesel engine, the latest release Vengeance 750 is the first offering from the Yanmar series of V-Twin Vengeance, engine family.

Featuring a lightweight alloy block, cast iron cylinder heads and low vibration characteristics, the Vengeance 750 further strengthens Yanmar's reputation of reliability, low noise operation and dependable performance amid the toughest of operating conditions.

A top-mounted radiator with suction fan takes care of engine cooling while a full pressure lube system incorporates a gear-driven trochoid pump for increased oil flow. Options include an engine silencer and cover plus dry-type air cleaner with paper element filter.

In all commercial operations, engine efficiency can be the difference between profit and failure. Yanmar's Vengeance Diesel stands alone using 36% less fuel than a comparable size petrol engine making Yanmar the profitable choice for commercial operators.

The new exhaust system design of the Vengeance 750 has decreased engine noise, exhaust temperature, heat rejection, and earned Yanmar's latest release with EPA's Tier II Emission Compliance ensuring clean burning and running right through the rpm band. Power without sacrificing emission standards is a true hallmark of Yanmar Diesel technology.



Key Benefits:

World's First Liquid Cooled, V-twin Diesel Engine.

New Cast Iron Cylinder Head Design.

Assembled in the U.S.A.

Vertical Crankshaft.

EPA Tier II Exhaust Emission Compliant.

Improved Vibration Characteristics.

6LY3A-ETP ELECTRONIC CONTROL

Yanmar Marine is introducing the first in a completely new range of electronic control diesel engines, the 6LY3-ETP.

The Yanmar 6LY3 is a turbocharged and intercooled in-line-six, with four valves per cylinder. It is rated at 480HP (353kW) at 3300rpm under ISO 8665 conditions and meets next year's EPA Teir 2 emissions regulations.

Statistics show that the new engine is lighter than the competitors in its power class. It has a superior power-to-weight ratio. Dimensions are more those of a 300HP engine, making it the most compact 480HP diesel on the market.

The electronic control offers constant power regulation - regardless of the fuel temperatures up to 50°C - and synchronises the engine speeds of twin installations. It's torque-inducing, high pressure, electronic governing fuel delivery system contributes to the improved economy, reduces noise at idle, smoke, including white smoke at start-up, and fuel odour.

Information from the electronic control system is shown on a multi-function display at the helm. The Yanmar LCD display unit, factory pre-set, provide full run-time engine data, including engine speed percentage load, hours, battery voltage, coolant temperature, fuel usage rate, fuel level (by using an optional fuel sensor), plus boost and oil pressures. Boat data is made available, there are 16 alarm indicators and an active command window is included. The system allows even sequencing as well.

Contact your nearest Power Equipment office for more information.



Key Benefits:

-  Electronic Control.
-  Most compact engine in it's class.
-  More power from less weight.
-  Incorporating latest fuel-saving technology.
-  Meets comprehensive EU and US emissions regulations 2006.
-  Worldwide service network and support.



Specification:

Configuration:	24 Valve, 4-stroke, vertical, water cooled
Max output at crankshaft:	353kW (436hp) / 3300rpm
Continuous rating output at crankshaft:	321kW (436hp) / 3198rpm
Displacement:	5.813L (354 cu in)
Bore x stroke:	106mm x 110mm (4.17in x 4.33in)
Cylinders:	6 in line
Combustion System:	Direct Injection
Aspiration:	Turbocharged with seawater cooled intercooler.
Starting System:	Electric starting 12V - 3kW
Alternator:	12V - 80A
Cooling System:	Freshwater cooling by centrifugal fresh water pump and rubber impeller seawater pump.
Direction of rotation: (crankshaft):	Counter clockwise viewed from stern
Dry weight without gear:	640kg (1411 lbs)
Environmental:	Will meet the comprehensive emissions regulations to be introduced in EU and US Tier II in 2006.
Engine mounting:	Rubber type flexible mounting.

RED HOT NEWS FROM SPARE PARTS

Power Equipment Releases: Yanmar Fuel/Water Separator Filters



At the recent Yanmar Marine Dealer meetings held throughout the Australia during October, Power Equipment was pleased to announce the release of a range of Yanmar Fuel/water Separators as additions to our Genuine Yanmar filter products.

These present both OEM boat builders and marine dealers the opportunity to further personalise their Yanmar engine and service packages and provide ongoing sales opportunity for the replacement elements.

These high quality 30 micron filters assemblies and replacement elements are now available through any of our Authorised Yanmar Marine Dealers or from any of our three Power Equipment branches and come in three models to suitable from 10hp through to 300hp.



YANMAR FILTER PRICE REDUCTIONS!

Power Equipment has struggled for some time with the disparity in pricing between our Genuine Yanmar consumables products and those provided by perceived equivalent non-genuine products.

As a result, Power Equipment entered into extensive negotiations with Yanmar Japan and Yanmar America in relation to oil and fuel filter pricing and other consumables. From these discussions Power Equipment - with assistance from Yanmar - was pleased to announce at the October Dealer Meetings price reductions ranging between 15% and 60%. Based on a selected range of Genuine Yanmar oil and fuel filter elements for both marine and industrial engine applications. These reductions were effective from the beginning of October '05.

We believe these new price levels are competitive and acceptable for OEM genuine product and will encourage owners and repairers to utilise Genuine Yanmar oil and fuel filters in place of non-genuine product.

Yanmar users recognise that the use of Genuine parts provides assurance of meeting component OEM specifications and this goes hand-in-hand with our recent release of Yanmar branded oils and coolant. This assurance is an important element in the protection of their Yanmar equipment and investment.



Power Equipment P/L is pleased to announce the release in Australia of a range of packaged Yanmar seawater pump impeller repair kits for a selected range of Yanmar Marine Diesels.

This range of product builds on the recent releases of the Yanmar engine oil and coolant range, and the Yanmar fuel/water filter assemblies.

The impeller kits contain the impeller and end-cover gasket and generally also include the end cover retaining screws. Handy for a backup or minor maintenance repairs.

Seawater pump repair kits include all items necessary to undertake a major or partial repair and would be a handy item to have onboard for those extended voyages. However, the Seawater Pump Repair Kits do not contain impeller shafts which need be ordered separately at additional cost.

YANMAR PACKAGED SEAWATER PUMP KITS



Please contact your local Authorised Yanmar Marine Dealer or Power Equipment if you have any requirement for the above. It is important to detail the correct specification of the engine to ensure the correct kit/s are selected.