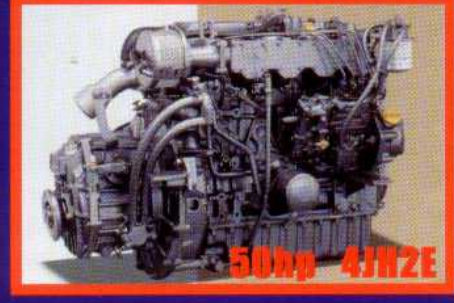


POWER NEWS

NEWSLETTER OF POWER EQUIPMENT PTY LTD - AUSTRALIA



scimitar 1010

1997 cruiser of the year

Above: Left; 4LH-DTE, Middle; Control Panel Of Scimitar 1010, Right; Yanmar 4JH2E-TE. Main Picture: Scimitar 1010 (See story on page 4)



Mono TUFF FIGHTER

Mono Pumps have developed a new pump known as a RL Drive Lineshaft Borehole Pump.

The pump will operate against total heads of 50 to 1500 feet (15 - 480 metres) and is suitable for all types of underground waters - whether sand or silt laden, brackish or corrosive.

Capacities range from 100 to 22,000 gph (10 to 1700 litres per minute) to suit bores from as small as 3" to 12" ID (76 to 300mm), in fact, all bores and wells.

Pump capacity can be matched to the yield of your bore to maximise the output simply by varying the speed of the pump.

Pictured is the Mono D21 Lineshaft Bore Hole Pump with an angle drive driven by a Yanmar TF140E diesel engine.



The pump was sold by Glenn Palmer of G & C Palmer, Greenmount Qld (south of Toowoomba) to Jim Atkinson, manager of Furlong Stud (Thoroughbred Stud). The pump is used for pastoral irrigation and tank filling - the tank holds 11,000 gallons.

The engine runs at 1800rpm belt driving the pump at 1400rpm and has a total head of 90 metres. The unit pumps 3000 gallons per hour.

The owners of the unit are very pleased with the smooth reliable operations and fuel efficiency.

For more information please contact G & C Palmer on 074 697 1200 or Mono Pumps Australia on 07 3350 4582 (Qld) or 03 9580 5211 (Melb).

YANMAR'S ICY

In December 1996 the 16 metre, steel hulled yacht INIQUITY set sail from Adelaide, South Australia to Bluff, the southern most part of the south island of New Zealand. Then south to the sub-antarctic islands of The Snares, Auckland Island Group and Campbell Island.

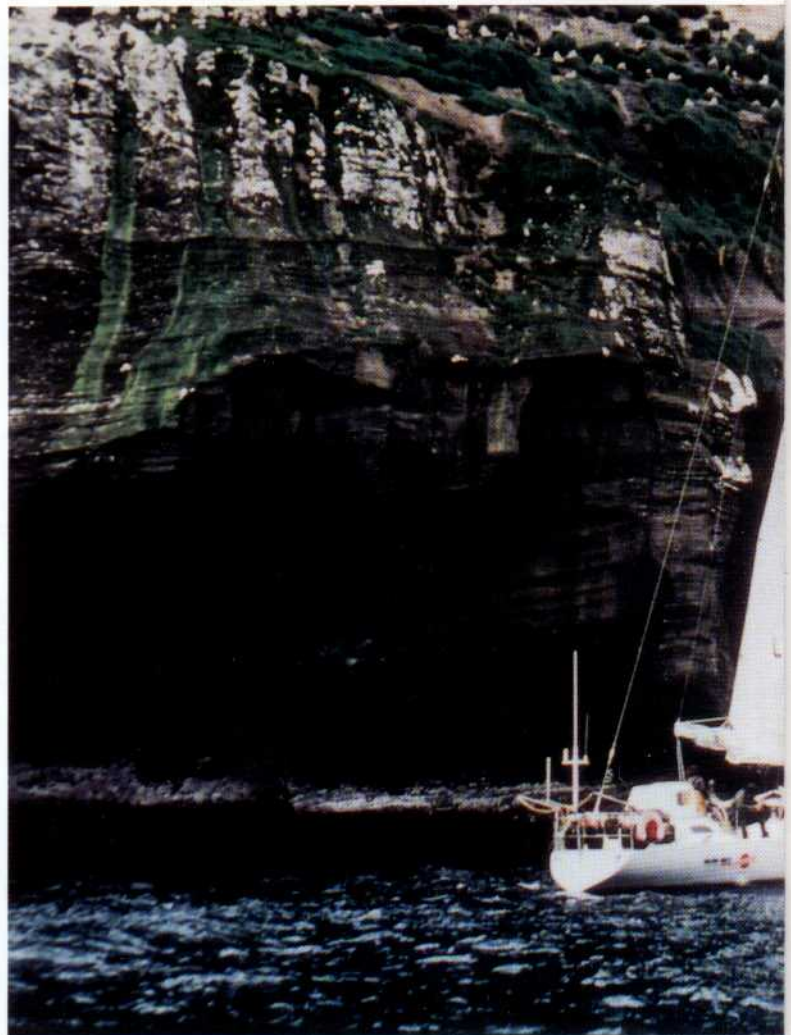
These islands have some of the world's most significant colonies of sea birds and it was Iniquity's goal to get photos of many species of birds before moving on to Cape Adare in Antarctica. (The yacht had been chartered by an Italian photo-journalist to take photos of nesting birds in the sub-Antarctic islands for a book he was compiling. The proceeds of the book will go towards the creation of a wildlife reserve in Italy).

These islands are very wet and windswept even in the middle of the summer and the six-man crew encountered problems. It took them much longer than anticipated to get good quality photo opportunities due to the few hours of sunlight that occurred every few days. It soon became clear that they would not have enough time to go on to Antarctica. Therefore they extended their stay in the sub-Antarctic islands.

In late January they headed to Bluff where they encountered an unexpected and very intense weather system known as a 'bomb'. 70 knot winds and 90 knot gales turned the yacht upside down, badly injuring helmsman Brett Perry. The yacht's radio had broken and the yacht itself sustained a large amount of superficial damage and taken in significant water down below. However the yacht quickly righted herself. The only piece of equipment still working on the yacht was her Yanmar engine.

The crew activated their emergency beacon in order to obtain the much needed medical advice and it was decided that Brett be air lifted by helicopter to a New Zealand hospital for treatment and recovery.

The remaining crew then sailed on to Bluff and subsequently back to Australia without further assistance.



YANMAR TESTIMONIAL

By Tim Edkins - Captain Of INIQUITY

We fitted a Yanmar engine before our recent expedition to antarctic islands. It was simple and easy to fit and we were pleased with the quality of manufacture. The engine has trouble-free from the first moment it was started. It runs clean and smoothly.

We are very pleased and highly recommend the Yanmar engine.

EXPEDITION



Right: Iniquity ready for installation at Blue Sky Marine, New Haven South Australia



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ine.

THE YACHT

INIQUITY was installed with a Yanmar 3JH2-TCE (47hp) Diesel Engine (pictured below) by Blue Sky Marine - Power Equipment's South Australian Master Distributor.

Neil Organ (owner of Blue Sky) said that if it had not been for the Yanmar engine, the boat may never have got out of it's jam and therefore put more lives at risk.



3JH2-TCE

- * Light & Compact
- * Quiet Clean
- Power
- * Smooth

Main Picutre: Photographing Black Browed and Grey Headed Albatross at the north western end of Campbell Island. Note the photographer up the mast.

Left: Iniquity at anchor in Port Pegasus in the southern end of Stewart Island, New Zealand.

TEAM PLAYER



DAVE MYLIUS

Engineering/ Service
Manager (H.O.)

SCHOOLING:
Secondary - Brighton Grammar,
Tertiary - RMIT.

BEST TV SHOW: Simpsons.

BEST FILM: Predator.

FAVOURITE FOOD: Curry.

FAVOURITE DRINK: Beer in large amounts, white wine in moderate amounts.

FOOTY TEAM: Demons

HOBBIES: Motorcycles, Camping, Sailing

PHILOSOPHY OF LIFE: Aspire to a simple life, but can't achieve!

FAVOURITE ROCK BAND: Pink Floyd.

NICKNAMES: Doctor.

DO YOU KEEP FIT? Not Much.

FAVOURITE DINNER GUEST: Sir Les Patterson.

LEAST KNOWN TALENT: Passing my bike mates on downhill tracks - even they don't know about it!

FAVOURITE HOLIDAY SPOT: Gippsland Lakes.

NEW YEARS RESOLUTION: Keep House Tidy.

WHAT WOULD YOU LIKE TO SEE P.E. ACHIEVE IN THE NEXT FEW YEARS? Continued growth in larger engine sales and provide improved technical backup to dealers.

WHAT WOULD YOU LIKE TO TELL THE READERS? Be gentle with me.



cont from page 1.....1997 Boat Of The Year

Since the launch of the Scimitar 1010 just prior to the 1997 Sanctuary Cove International Boatshow, Scimitar has drawn a stunning level of interest and accolades not only in the form of the 1997 Cruiser Of The Year Award but also in the volume of enquiry and immediate market interest and awareness of this extraordinary new vessel's fuel efficiency and seaworthiness.

The vessel has attracted the attention of very experienced boat buyers who appreciate not only its stability and fuel-efficient fast cruising speeds but also its timeless appeal and modern expansive layout. While it is a catamaran it presents classical lines and conventional shaft drive diesel configuration which provides full protection to the shafts, propellers and steering gear to the extent the vessel can be safely "beached".

Scimitar commissioned Peter Brady & Associates to design the Scimitar 1010. Peter Brady's computer-aided design has focused on absolute minimization of drag through very clean laminar flow hull lines while minimizing displacement to around five tons through the use of high quality resins and handlaid knitted cloths. Scimitar's construction also incorporates selective use of carbon fibre and various core composites where appropriate.

The result is a high quality vessel with the ability to provide sleeping accommodation for up to nine. It has appeal to both the private pleasure market and various commercial and charter applications.

Yanmar is proud to have been involved in providing the power for a number of the vessels including a dive charter boat surveyed for twelve divers and two crew in 2C classification up to twenty miles offshore and a bareboat configuration for a Whitsunday Charter fleet.

The vessels, which provide as much room as many monohulls in the forty foot range are very easily driven. The dive charter vessel (owned by Queensland Yacht Charters) which has a stretched rear deck to accommodate a large dive bottle storage rack, achieves a top speed in the mid 20 knot range from only two Yanmar 4LH-DTE 170 hp engines and readily achieves its working design cruise speed of around 20 knots.

For bareboat charter work a 4JH2E 50hp installation each side readily achieves the charter 10 knot limit.

While Scimitar has attracted an extraordinary level of enquiry both from within Australia and overseas during its first six months of operation, the venture has continued its focus on quality and consolidation of its production processes at this early stage but is now gearing up to meet the clearly announced market demand.

Scimitar Marine sold and delivered four new vessels in the first six months of operation to December last year. With Peter Brady & Associates having relocated to a new larger premises we should see an increasing number of Scimitar's on the water in 1998. Currently there are three new vessels under construction and Yanmar looks forward to being an integral part of Scimitar's growing success.

For more information please contact Scimitar Marine on 07 3822 4477 or Peter Brady & Associates on 07 3868 3773.

Note For Ed: Many Thanks To Bryan Bradford for providing the above press coverage.



P.E. & ALBERT PARK YACHT CLUB



Right: Yanmar's 2QM15.

Left: Starter Boat on Albert Park Lake.



Owned by Albert Park Yacht Club, this 11 year old fibreglass boat is used by volunteers (during the week) to ferry handicapped people and children on to Albert Park Lake. On the weekends it is used as a start boat for club races.

Albert Park Lake is situated just a few kilometres from Melbourne's CBD and also acts as the venue for The Australian Grand Prix. During the Grand Prix the club holds races where the boat again is used as a start boat.

The boat is installed with a Yanmar 2QM15, it has an 18 feet displacement hull with 111 hours logged. Power Equipment is proud to act as sponsor for the Albert Park Yacht Club.

YANMAR PUMP HAS EXTRA THUMP



Above: The New Pump With Thump. Released By Australian Pump Industries. Ph: 02 9894 4144

A new high pressure 2" diesel drive pump has been released by Australian Pump Industries. With its design based on the popular "Aussie Fire Chief" high pressure fire fighting pump line, the new 2" pump is powered by a Yanmar air cooled diesel.

With flows of up to 440 litres per minute and a maximum head of 70 metres the pump is ideal for high pressure water transfer, irrigation and agricultural spray type applications.

The pump incorporates a number of advantages over conventional units. They include big 2" suction and discharge ports separately flanged to the pump body, heavy duty impeller for extra long life and a state of the art mechanical seal that protects the engine and shaft from corrosion.

The pump has a large deep bowl that enables it to self prime quickly from up to 7.6 metre depths. The pump owes its extra efficiency and high pressure operating characteristics to a computer assisted hydraulic design.

The Yanmar L Series diesel engine was chosen for the new pump because of its excellent fuel consumption, reliable operating characteristics and extra horsepower.

A spokesman for Australian Pumps said "We like the Yanmar 6hp because of the extra power available. Its torque characteristics are also first rate".

The unit comes mounted in a heavy duty roll frame with anti-vibration mounts. The company has already received an encouraging market response including some excellent export sales.