

Yanmar Commercial Marine Engines Repower a Maritime Classic

A remarkable work barge in Tasmania has had its working life extended with the installation of a pair of Yanmar 6HA2-WHT commercial engines. The Kulanda was originally built in Newcastle for the war effort and was purpose designed to carry a Sherman tank plus a platoon of troops.



However, before this landing barge was launched, the Second World War was over. Instead of seeing active service, the landing barge was purchased by the Hobart Marine Board in 1947. Ever since, Kulanda has been a familiar sight on the waterways throughout Tasmania, working for TasPorts as a heavy duty work boat carrying cargo, sinking piles and acting as a platform for cranes.



With a length overall of 32m and a beam of 8.5m, Kulanda weighs in at 180 tonnes lightship. She can carry up to 85 tonnes on her decks, and regularly goes to work with an 80 tonne truck crane on board.

Due to her age and the heavy duty work cycle, TasPorts decided that Kulanda needed to be either replaced or undergo a major re-fit. The replacement cost was estimated at between \$5m and \$7m, so the option to re-fit was the sensible choice.

“This is a proud vessel backed by a rich heritage,” said skipper Brian Marshall.

“Kulanda is a sound vessel that just needed a little bit of attention. For the varied work that we do at TasPorts, Kulanda is perfect. It is a good fit for all of the marinas and installations that we visit around Tasmania.”

Through the assessment and review process it was decided that the existing engines were near the end of their life. There were concerns about reliability and one of the engines was making menacing noises.

TasPorts had recently repowered the 13m fiberglass pilot launch Tamar with a pair of Yanmar commercial marine engine. Buoyed by the way in which the Yanmar had performed and changed the Tamar for the better, Yanmar was again specified for the Kulanda.

The authorised Yanmar Dealer in Hobart, Spectrum Engineering, was tasked to supply and install the Yanmar engines. A pair of Yanmar 6HA2-WHT engines were manoeuvred into the engine room with access gained by cutting a hole in the port side of the hull providing direct entry to the engine room.



The Yanmar 6HA2-WHT model is an in-line six cylinder marine diesel engine that displaces 13.14 litres and weighs 1340 kgs without the gearbox. Maximum power output is 350 mhp (257 kW) at 1950 rpm with an alternative rating of 278 mhp (204kW) also offered.

On the Yanmar 6HA2-WHT, cylinder block inspection hatches are standard equipment to facilitate maintenance. There is also a centre mounted fuel injection pump and mechanical governor system, features which set this model apart from other brands with electronic fuel management systems.

As a part of the repower process, new Twin Disc Quickshift transmissions model MGX 51145C with a 2.54:1 ratio were also installed, complete with new Twin Disc EC300 electronic controls. Rounding out the drive train are a pair of counter-rotating 5 blade props measuring 29" in diameter with a 31" pitch.

The engine room in Kulanda is located close to the transom, directly below the wheelhouse. Thanks to the big beam of the hull, there is plenty of room for easy engine access for servicing and maintenance.

"Yanmar was chosen as the ideal engines for Kulanda due to the latest engine technology, emission compliance, fuel economy and reliability," said Brian Marshall.

"We spend up to 120 days at sea each year and average about 3000 engine hours a year. Excellent fuel economy and reliability are critical to the efficient and safe operation of this Kulanda."

Following the Yanmar 6HA2-WHT repower, the performance benefits have been remarkable. The optimum Kulanda cruise speed is achieved at 9 knots with the Yanmar commercial marine engines turning over at 1800 rpm.

Whereas the old 2 cycle engines were guzzling fuel at 65 to 70 litres per hour, the fuel consumption with the new Yanmar 6HA2-WHT engines is anticipated to be between 35 and 40 litres per hour, or a saving of almost 50%.

Given that the regular run from Hobart to Bell Bay involves 35 hours under power, fuel consumption is a serious consideration. With the old diesel engines the fuel burn was as high as 2200 litres, but now thanks to the Yanmar 6HA2-WHT engines, the fuel consumption on this run has been reduced to just over 1000 litres with the added benefit of lower noise and no oil leaks.

Relevant web links:

Power Equipment

www.powerequipment.com.au

Yanmar 6HA2-WHT

<http://www.powerequipment.com.au/products/sailing-engines/commercial-engines/6ha2-series-278-405mhp/>

TasPorts

http://www.tasports.com.au/port_services/hobart_hire.html

Spectrum Engineering

<http://www.spectrumengineering.com.au/>

Power Equipment is the exclusive and authorised Australian, New Zealand, Papua New Guinea and South Pacific Distributor of Yanmar Marine and Industrial diesel engines, JCB DieselMax, MASE diesel marine generators, Gori high quality folding sailboat propellers, PSS Shaft Seals, and Northern Lights Gen Sets.

For more information contact:

Michael Blair

National Marine Sales Manager - Australia

Power Equipment Pty Ltd

Tel: (07) 5644 9600

Fax: (07) 5644 9644

Email: michael.blair@powerequipment.com.au



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