

Power*news* MAGAZINE

A PUBLICATION OF POWER EQUIPMENT: AUSTRALIA, NEW ZEALAND & THE SOUTH PACIFIC

WIND SPIRIT THE PERFECT BLEND OF THE PAST AND FUTURE

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THE ALL NEW V8 350HP
COX DIESEL OUTBOARD
HAS LAUNCHED

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We believe the ultimate luxury is uninterrupted time on the water. That's why Smartgyro is designed to minimize boat roll and movement in any sea conditions, and also downtime during maintenance. Most gyros must be uninstalled and shipped back to the factory, but Smartgyro can be serviced directly onboard the vessel. Because patience is overrated.



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COVER STORY

WIND SPIRIT

features the best of the best
from Power Equipment

With a John Deere 6068SFM85 marine diesel engine, Gori overdrive propeller system and Torqeedo tender outboard, Wind Spirit sets a high standard when it comes to a reliable, environmentally-friendly expedition yacht. This striking-looking ketch has been designed to travel into some of the world's most remote and pristine waters, leaving as small a footprint as possible!

Auckland, New Zealand - Lloyd Stevenson Boatbuilders in New Zealand recently launched its latest sailing creation, Wind Spirit – a ketch-rigged vessel that is a beautifully executed combination of the old and the new when it comes to expedition yacht builds.

With a traditionally constructed hull of six layers of cold moulded longitudinal and diagonal planked yellow cedar that was then given an outer skin of e-glass and kevlar, this 78-footer boasts a range of state-of-the-art features, including a John Deere 6068SFM85 (285hp) engine, Gori overdrive propeller, and Torqeedo tender outboard, all supplied by leading marine equipment supplier Power Equipment.

The John Deere 6068SFM85 engine is a 6.8L, six-cylinder powerhouse that can deliver up to 285 horsepower at 2,600 RPM. Known for its reliable and efficient performance, it's the perfect engine for yachts that need a lot of power to navigate through challenging waters and with 6,000 litres of fuel on board, Wind Spirit can explore vast stretches of ocean comfortably and safely with minimal stops for refuelling.

The engine is also easy to maintain, which reduces downtime and operating costs, making it an ideal choice for owners who value reliability and efficiency.

The Gori overdrive propeller is also a significant advantage. This innovative propeller system allows the yacht to achieve higher speeds with lower fuel consumption, thanks to its ability to adjust its pitch while underway. The system's unique design means that Wind Spirit can maintain an optimal cruising speed with minimal engine stress, which translates to a longer engine lifespan and reduced maintenance costs.

In addition to the John Deere engine and Gori propeller, Wind Spirit also carries a Torqeedo Cruise 6.0T (9.9hp) electric outboard powered tender. The Torqeedo Cruise engines are a highly eco-friendly choice for powering any yacht's tender, offering several advantages over traditional petrol powered outboards.

It is quiet, emission-free, and requires less maintenance, making it an environmentally-friendly and cost-effective option.

According to Lloyd Stevenson Boatbuilders, the combination of these advanced technologies has resulted in a yacht that is not only powerful and efficient but also

“ We're thrilled to have been a part of this project and to have supplied Wind Spirit with some of the best marine technology available. The combination of the John Deere engine, Gori propeller, and Torqeedo outboard is truly exceptional, and we're confident that this vessel will shine as an example of one the best in expedition yachting circles. ”

Luke Foster
CEO, Power Equipment



Gori 3-Blade Overdrive Propeller





JOHN DEERE

TORQUEEDO

GORI PROPELLER
experience the difference

environmentally-friendly (there is no diesel generator onboard, instead relying on solar panels and sea hydro generators to power her bank of lithium batteries).

Power Equipment worked with Lloyd Stevenson Boatbuilders to ensure that Wind Spirit was equipped with the best technology available. As one of the leading marine suppliers in the Asia-Pacific region and known for its quality products and exceptional customer service, Power Equipment is one of the first companies many boat builders and re-fitters will turn to when expertise and quality marine power is needed.

Wind Spirit's construction is also a testament to Lloyd Stevenson Boatbuilders' commitment to quality craftsmanship and attention to detail. Whilst you might expect a yacht with Wind Spirit's brief to be somewhat spartan inside, the interior is luxurious and modern, featuring elegant finishes and high-end amenities.



Wind Spirit is expected to generate significant interest in yachting circles around the world, and it is sure to set a new benchmark for such vessels in the future.

With the combination of its powerful John Deere engine, innovative Gori propeller, and eco-friendly Torqeedo outboard, Power Equipment is helping set those benchmarks and is proud to do so!



POWER PROFILE	
VESSEL NAME	Wind Spirit
APPLICATION	Expedition Yacht
LENGTH	24m (LOA)
WEIGHT	50 tonnes
ENGINE	John Deere 6068SFM85
POWER RATING	285hp @ 2,600rpm



POWER PROFILE	
APPLICATION	Yacht Tender
ENGINE	Torqeedo Cruise 6.0T
POWER RATING	9.9hp (equivalent)

AUSTRALIAN FAMILY BUSINESSES WORKING TOGETHER



Crommelins Machinery – a leading name in small machinery and industrial hire since the 1950's - has been using Yanmar LN series diesels in many of its Australian-made machines for a number of years now. A family-based business, it shares many of the values and philosophies of Power Equipment and proves that there is no substitute for quality, integrity and experience.

Crommelins Machinery and Power Equipment share much more than just a trust in the Yanmar brand of diesel engines – they are both family businesses with a long, proud history and are industry success stories.

While the Crommelins story as a business spans around twice the number of years of Power Equipment, certainly some similarities are very obvious.

The late Terry Crommelin, founder of today's Crommelins Machinery, launched his small machinery distributorship in Western Australia way back in 1958, from the back of an EJ Holden no less! There's not much more Aussie 'get up and go' than that.

Terry's adoption of Japanese technology and products - including Robin Subaru engines and being the first Makita distributorship in Australia - formed a basis of a business that is now an institution in portable building power products.

Perhaps considered a "godfather" of the small machinery hire game too, Terry Crommelin is well reputed for allowing the initial rental of equipment in the 1960's to be rebated against the purchase price if a sale was made.

This strategy quickly resulted in establishing 13 branches in Western Australia, making Crommelins Machinery an early hire industry pioneer and leader.

The Crommelin Group CEO Kevin Wilson explains the legacy of Terry's work with pride.

"We have a responsibility to the founder of the business Terry Crommelin to carry on his legacy and continue to support the industry he was so proud to be a founding member of. We must build on the strong foundation of entrepreneurship, innovation and quality products that he left us. We will continue to focus on our high level of customer service, bringing new products to market and providing value for money for our customers."



Terry Crommelin, founder of today's Crommelins Machinery



Fast forward to the new millennium and the unbeatable Yanmar LN engines from Power Equipment play a vital role in the range of machinery built by Crommelins in Australia.

These include portable generators, pumps, compactors, specialist concrete machines and air compressors to name a few.

Explains Product Technical Manager of Crommelins Machinery Kevin Kitchen: "We are one of the rare companies in Australia that build our own machines, from a combination of imported parts and locally fabricated elements."

"The Australian market wants their machines to not fall apart, for starters."

"We know what products will work reliably in the rental industry of course and that helps with our understanding of how to build a machine that will last – in any industry."

With large scale growth continuing in civil construction and mining projects across Australia and New Zealand, the safety, reliability and fuel efficiency of the Yanmar LN series of engines has taken the Crommelins product to the next level.

"The machines we produce are varied, so the Yanmar product covers our power needs perfectly. And of course, they are a trusted engine – we send them out and we don't have any problems with them" Kevin said.

One of the standout features of the Yanmar LN Series is its air-cooled design, a technological marvel that enhances performance and durability. The elimination of liquid cooling systems on these light-weight diesels not only reduces maintenance complexities (and weight!) but also increases the engines' adaptability to harsh environments. This innovation is especially crucial in construction and agricultural settings.

Incorporating Yanmar's state-of-the-art direct injection technology, the LN series optimises fuel combustion and delivers exceptional fuel efficiency. This not only reduces operational costs but also positions Yanmar as a frontrunner in eco-conscious engine design.

Just as the future is demanding cleaner engines though, Kevin is circumspect about other emerging power needs for machines.

"While battery-powered products are a growing market, the reality is that they are not going to take over in the immediate future in my view," he said.

One thing that isn't about to change at Crommelins' production facility in Western Australia is a commitment to making sure that what they produce doesn't just fit their customers' needs, but works!

"We don't just build the machines, we test them too – whether that's running our compactors down a test ramp or making sure our pumps are performing to specifications".

That's a commitment to quality for sure and it's no wonder Crommelins Machinery and Power Equipment share similar family business values.

"Crommelins have a good relationship with Power Equipment and a family business culture – it's a good place to be."

Learn more about Crommelins' history, their products and services at www.crommelins.com.au



Yanmar powered Crommelins pumps on the production and testing line.



Yanmar L100N air-cooled diesel engine



WELCOME SMART GYRO



SG20



SG40



SG60

A new partnership to strengthen Power Equipment’s offering within the **Australian & New Zealand marine industry.**

Power Equipment is excited to announce that Smartgyro, a global leader in gyro stabilization technology, has joined the Power Equipment stable of brands. This move marks a significant milestone for Power Equipment, reinforcing its commitment to providing cutting-edge technology, a full suite of marine solutions and unmatched support to our customers.

Combining Smartgyro’s growing global presence and Power Equipment’s renowned reputation across the entire Australasian marine industry, it’s a winning partnership if we’ve ever seen one!

The range of Smartgyro marine stabilizers help to eliminate boat roll, and maximise your vessel’s efficiency and overall performance in just about any sea conditions.

Commenting on the new partnership, Luke Foster, CEO of Power Equipment remarks: “We are extremely pleased to add Smartgyro to our line-up, it gives us the ability to fully

service and provide a full range of propulsion, on-water power, propellers and stabilization products to our vast network of marine dealers and our customers.”



Peiter Feenstra from Smartgyro (left) and Power Equipment CEO Luke Foster (right)

“With our world-class parts and warehouse infrastructure, along with our highly experienced marine team and dealer network, we are well placed to grow the Smartgyro brand throughout Australia and New Zealand.”

“The Smartgyro products speak for themselves, and this is another step for us to grow our range of quality brands. We are a family-owned company that has been a leader in the marine industry for 35 years and we continue to invest in the business and have long term stability.”

This collaboration is not only an opportunity for growth for Smartgyro but also strengthens their presence and partnership with another trusted brand in the YANMAR family.

Australian customers have the opportunity to explore Smartgyro’s solutions at Sanctuary Cove International Boat Show in Queensland on the 23rd – 26th May, where Power Equipment will be showcasing their newest range of gyro stabilization units.

In tandem with its Australasian expansion, Smartgyro also announced a new partnership with Electrical Marine, a leading navigational equipment company based in Phuket,



SG80



SG120



SG150

Smartgyro eliminates boat roll, and maximises performance and fuel efficiency in all sea conditions.

Thailand. This collaboration opens up new avenues for Smartgyro in the dynamic Asian market, underlining the company's commitment to establishing a strong foothold throughout the entire Asia-Pacific region.

Pieter Feenstra Smartgyro's Sales Director comments: "We are thrilled to embark on this transformative partnership with Power Equipment, marking significant milestones in Smartgyro's global expansion strategy. Collaborating with Power Equipment, a leader in the Australian, New Zealand and South Pacific marine industry, reinforces our commitment to delivering cutting-edge stabilization solutions to diverse customers."

Marine Stabilization

Seasickness is perhaps the worst effect of a rolling, unstable boat. If you've ever been seasick, you likely won't soon forget the feeling. And if you've never had the

displeasure of suffering from a bout of seasickness, consider yourself among the lucky ones.

Over the centuries of shipfaring, many methods have been tested and used to reduce boat motion. One of the most effective modern techniques is installing a gyro stabilizer.

Although gyro stabilizers have been around for a while, they were more commonly used on large passenger ships and superyachts.

More recently, and with improved technology, gyro stabilizers have made their way into small to midsize recreational vessels.

Another benefit of installing a gyro stabilizer is the increased performance and fuel efficiency. By reducing drag through the water, you're using less fuel to go faster and further, and in more comfort than ever before!

About Smartgyro

Smartgyro is a gyro stabilization technology company with a mission to elevate the entire boating experience with its complete range of advanced gyro stabilizers.

Ideal for new builds and refit installations on recreational powerboats and light-duty commercial vessels from 45ft (13m), Smartgyro stabilizers offer significant performance, efficiency, installation and maintenance benefits for boat owners, vessel operators and boatbuilders.

Founded in 2014 and based in Italy, Smartgyro is backed by strategic partner and global marine leader YANMAR.

For more information and details on the Smartgyro range of marine stabilizers, visit powerequipment.com.au/smartgyro



A TRUE MARITIME JEWEL REIMAGINED

Originally from the pristine waters of the Tasmanian coast the Margaret Pearl, a classic beauty of the maritime world, underwent a transformation in recent years that not only preserves her legacy but propels her into a new era of reliability and sustainability. At the heart of this revival is the Yanmar 6HA2M-WHT engine, breathing new life into a vessel that has sailed through decades of history.

"I was never going to buy a big plastic boat," announces Jim Woods of his decision to take on the Margaret Pearl, "I've always had wooden boats and I like them for many reasons, not the least of which is the fact that they're built heavier and stronger in many respects."

Launched in 1958, Margaret Pearl fished Bass Strait up until the 1990's when she was converted for shark fishing. Displacing around 40 tonnes across a 17m deck she was constructed primarily from Tasmanian hardwood. She was designed by the renowned RH (Dick) Thompson, and built by Jack Behrends.

A commercial fishing life for this old workhorse ended around 2010 when she was left languishing in Portland Harbour on the western coastal extremity of Victoria.

"The beauty of Tasmanian cray boats is that they evolved from fishing, so they have a hull shape that is a mix between a sailing boat and a motor vessel," says Jim.

That heritage has tied in nicely with the Margaret Pearl's rebuild, with a sturdy and

functional twin-mast sail re-rigging that caters for motor sailing, or just wind power if the conditions are suitable.

"She doesn't carry a large sail area, but the genoa rig up front gives a reasonable degree of sailing ability if the wind is in the right direction," Jim says.

The proven performance of the Yanmar engine and the vessel's hard-yakka background heralds a perfect match of old and new. The 6HA2M Yanmars are a commercial-focused engine, with high output alternators which helps Jim avoid the extra cost of a generator.

I've always been a Yanmar bloke.

This is not the first time Jim has repowered a wooden vessel. "I've always been a Yanmar bloke," he says, "but I have to say the Yanmar people, (Power Equipment), were absolutely fantastic with this project."

Jim reserves special praise for the technical expertise and engineering advice he received from Power Equipment in the process of pairing up the Margaret Pearl

with her new Yanmar 6HA2M-WHT and YX120 gearbox combination.

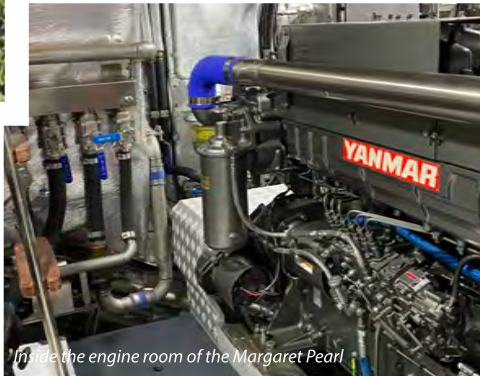
The six-in-line 6HA2 series is a mechanically controlled engine boasting the famous "long stroke" Yanmar advantage, yet still delivers an IMO Tier II emissions rating.

"We can make 10 knots or better out of her but cruise comfortably at 8 knots on the engine alone at around the 1200-1300rpm mark," said Jim.

For 40-odd tonnes of boat, that is superb cruising speed for any vessel of these dimensions. The fact that Yanmar's 6HA2M engine hits a torque peak early in its rev range, around 1100rpm, it is little wonder such an efficient cruise return is possible.

"We're using around 15L of fuel per hour at that cruise speed and we're very happy with that."

The WHT variant chosen for Margaret Pearl is the 12-valve engine that delivers a max 350hp (257kW) @ 1950rpm. A 24-valve, 405hp version is also available.



Inside the engine room of the Margaret Pearl



POWER PROFILE

VESSEL NAME	Margaret Pearl
APPLICATION	Commercial Charter
LENGTH	17m
WEIGHT	40 tonnes
ENGINE	Yanmar 6HA2M-WHT
POWER RATING	350hp @ 1950rpm
TOP SPEED	10 knots
CRUISE SPEED	8 knots @ 1200rpm

Wooden boats . . . not for the faint hearted!

Jim is undoubtedly proud of his stewardship over the Margaret Pearl's new lease on life, but he is definitely a realist and doesn't deny any of the challenges that come with restoring wooden boats.

After purchasing the languishing hull from Portland Harbour in 2015, Jim admits "when we pulled her out of the water, all we could really do was laugh".

Some 70 years in Australia's southern seas had taken their toll, thus beginning painstaking years of restoration that Jim is happy to say he left mostly to the experts.

The restoration project was a meticulous endeavour, (at no small cost!), that paid homage to the vessel's history. Decaying timbers were carefully replaced, and every effort was made to retain the elegance of her original design.

Now safe and secure in her new home at St Kilda's Royal Melbourne Yacht Squadron,

this revitalised classic of Tasmania's maritime world has a beautiful story both behind and ahead of her.

Having been relaunched as a commercial charter in 2021, she now spends her days summer cruising and offering luxury fishing charters.

"I like the idea of taking her north and have an ambition to cruise her up to the Louisiades in PNG, because it is supposed to be quite an incredible area of water."

And the most rewarding part of the Margaret Pearl's restoration to date?

"It would have to be the connection with people who have been part of the boat's history," explains Jim.

"At the 2023 Wooden Boat Festival in Hobart, literally hundreds of people were getting up close to look at her. I recall somewhere between 50-100 people telling us about some kind of personal connection

or memory they had of the boat – that's a really nice thing," Jim says.

With some 700 faultless hours on the engine to date, the vessel's refurbishment has been a resounding success and according to Jim "there's really not much I'd change if we did it again."

With her new 6HA2-WHT series Yanmar, renowned for its exceptional power, efficiency, and durability, Margaret Pearl can build another lifetime of fond memories to sail into a new era.

MEET THE LATEST ADDITION TO THE COX MARINE V8 FAMILY

The world's most powerful V8 diesel outboard family just got a whole lot bigger with the arrival of the all new, more powerful Cox Marine 350.

The new Cox 350 diesel outboard was officially launched recently at the Miami International Boat Show, to much fanfare!

As part of the launch event, Cox Marine honoured 21 pioneers of history to coincide with this pioneering new outboard diesel engine.

It marks another huge step for Cox Marine and the diesel outboard industry. The latest addition to the Cox Marine product line-up is a 350hp variant of their flagship V8 300hp outboard.

The British outboard manufacturer Cox Marine was co-founded by David Cox, who firmly believed that the days of unsafe gasoline outboards were numbered.

With that, Cox Marine introduces the newest member of its product line-up, the Cox Marine 350, the latest in The V8 family - an outboard that sets new standards in fuel economy, power delivery and safety.

Wesson adds, "The new 350 allows us to power higher displacement vessels efficiently across both the recreational and commercial sectors. This enables us to work with new customers and enhance our from-factory offering to existing partners."

"Building on our tried-and-tested V8 architecture, the Cox Marine 350 is a testament to the capability of this platform, the technology within and its growth potential."



Gavin Wesson, current Cox Marine CEO adds, "Believing there had to be a better way was the thought that inspired our pioneering journey to develop a lightweight outboard powered by alternative fuel options to petrol that meant not having to compromise on what is important.

"The launch of our first product, the Cox Marine 300 – a 4.4 litre, twin-turbo, 300-horsepower V8, made that vision a reality."

"Deciding to design our outboard from a blank sheet of paper allowed us to push ourselves ahead, creating a platform that enables further growth, development, and, more importantly... serious power!"

With an increased turbo capacity, among other alterations to the entry-level in the power range, this cutting-edge variant sets a new norm in what we should all expect from our marine propulsion units: an outboard that closes the gap to petrol outboards more than any other.

Already proving its performance credentials, the Cox Marine 350 outboard propelled Cox forward in breaking its speed record, powered by alternative fuels, in October last year.





Adam Gurr, Cox Marine's Product Director, notes, "The creation of the V8 represented the start of a new generation of outboard technology, offering the only alternative propulsion solution purpose-built for the marine industry."

"The V8 meets the understandably increasing demand for a propulsion option that provides equal levels of performance, convenience, time, and economy."

Ideally suited for both the commercial and recreational boating segments, the new Cox 350 offers a cleaner, more powerful and more economical boating option.

The launch of the Cox Marine 350 marks the next chapter in Cox Marine's ambition for cleaner, safer seas for everyone.



POWER PROFILE

POWER	350hp
TORQUE	1,052Nm
ENGINE TYPE	4.4L V8
ASPIRATION	Twin-Turbo
WEIGHT	393kg
CERTIFICATIONS	EPA 3, IMO II, RCD II

For more information on the all new Cox 350 diesel outboard visit powerequipment.com.au

The Torqeedo logo features a stylized orange and white icon of three horizontal bars to the left of the brand name "TORQEEEDO" in a bold, orange, sans-serif font.The Sailaway logo includes a circular icon with a white sail on a blue background to the left of the word "Sailaway" in a blue, serif font. Below it, the tagline "to the Great Barrier Reef" is written in a smaller, blue, sans-serif font.A large background image showing a small motorboat with a canopy on a clear blue body of water, with a tropical coastline and green trees in the distance under a bright sky.

World first off-grid e-tender vessel for the Great Barrier Reef

The clean, green approach to eco-tourism of the Sailaway Port Douglas operation is about to get even cleaner and greener with their new e-Tender, aptly named 'EV Discovery'. This Torqeedo electric outboard-powered vessel is not just ensuring the green zone waters around the Low Isles off Port Douglas stay pristine, it is also charging its electric power needs from fully sustainable sources!

In world first, Torqeedo 12.0R fully electric outboards are set to run a completely off-grid "eTender" vessel near Great Barrier Reef islands of Far North Queensland.

A concept being made real by Sailaway Port Douglas, EV Discovery will be fully charged by solar and wind generators attached to the vessel and operated as both a transfer tender and glass-bottom tour vessel.

Designed by Sailaway's Steve Edmondson and built by Ocean Blue Boats in Cairns, EV Discovery has been purpose built to be an "off-grid, on reef" vessel that is left at anchor near the Low Isles off Port Douglas.

The vessel is autonomously recharging its lithium battery banks via solar and vertical wind axis wind turbines. The wind turbines are designed to assist with charging when the sun isn't shining in this tropical paradise.

"Sailaway is an environmental leader

known for setting high standards in the 'tread lightly' approach to eco-tourism," says Steve Edmondson.

"The philosophy of Sailaway - 'It's all about the environment' - has allowed us to show discerning guests from Australia and around the world some of the Great Barrier Reef's premium sites in a relaxing and sustainable way."



Sailaway is a day charter operation operating four luxury sailing catamarans. Guests are treated to a fully interactive sailing and snorkelling experience and access to the green zone protected Low Isles a short distance from Port Douglas.

Set to enhance this experience even further is the Torqeedo-powered EV Discovery, a 22-passenger transfer vessel which Steve believes "delivers reef and environmental interpretation with the most clean, green and quiet energy possible."

He's not wrong!

The Torqeedo electric outboard revolution that has taken the tender world to new, clean and quieter heights in Australia is now finding its way into higher horsepower commercial and industrial applications like the Sailaway "eTender" vessel.

The 12.0R outboards fitted to EV Discovery are the flagship of the Torqeedo Cruise range.



This is the first commercial application of these 18.6kW, (25hp equivalent), fully electric outboards in Australia.

They are high-tech from the shaft head to the fin – and emission-free.

Easily mounted on most boats with just a couple of tools, the Torqeedo 12.0R has electric tilt, is corrosion protected, fully IP67 waterproof and weighs in at just 59.8kg.

It has a full 12kW continuous power rating, (the equivalent of a 25hp petrol engine), and is available in a range of shaft lengths.

“One of the practical needs of the outboards was to have enough grunt to get off the beach on passenger transfers to the island,” explained Steve.

“The Torqeedos have enough power for sure and provide a much better experience all round for our guests,” he said.

Servicing at least two tour boats twice a day, year-round, the EV Discovery doesn’t get too much idle time at its mooring.

Whilst fully AMSA certified, ensuring a sea-worthy vessel that was fit for purpose and safe operation was only half the challenge of this ground-breaking project.

The tender is required to remain at anchor and charging its battery banks whilst not in use.

“In terms of power generation, the roof of the vessel includes 6 Sunpower Maxion Solar panels and robust vertical axis wind turbines,” Steve said.

“Additional challenges to the design brief were that the vessel had to survive the harsh conditions of living offshore harnessing all available renewable energy available 24/7 and protection from birds and strong weather, including self-draining and stability requirements.”

A fully carbon-neutral tour operator

Sailaway’s fully carbon neutral operation is perhaps perfectly suited to its daily destination.

“The Low Isles were the first place for coral research in 1928,” Steve explained, “so the fact that we are operating the world’s first “eTender” there is a nice addition to that record.”

“I like to think Sailaway is an inspiration for increasing awareness and appreciation of our fragile, naturally beautiful environment,” Steve added, “especially with the innovation of using the latest electric marine propulsion technology in an exceptional location by those who genuinely care about people and the environment.”

With another 30-seat AMSA NSCV vessel under construction, Steve is confident that Sailaway Port Douglas is showing the way to the future of fully “off-grid” power boating.

“The design and electrical configuration is copyright protected and new build enquiries are welcome for those looking for more sustainable commercial boating,” Steve added.

“Possible applications in beautiful environments may suit remote off grid locations, environment sensitive sites, small passenger transfers, dive and snorkel tender, education and eco-tourism resorts.”

Visit sailawayportdouglas.com for more info on EV Discovery, to book a tour, or to experience your own private charter.



POWER PROFILE	
VESSEL NAME	EV Discovery
APPLICATION	Commercial / Tourism
PASSENGERS	22
ENGINE MODEL	2 x Torqeedo Cruise 12.0R
POWER RATING	12kW (each) 25hp equivalent (each)



Left: Sailaway’s Steve Edmondson and his boatbuilding team with EV Discovery waiting to hit the water. Above: A Sailaway boat charter exploring the Great Barrier Reef. Photos courtesy of Sailaway Port Douglas

Above: The twin Torqeedo Cruise outboards in action. Top: Guests aboard EV Discovery on their way to exploring the reef.



POWER RELIABILITY CONTROL



OXE Diesel outboards are the ultimate work tool for any maritime professional, for this who refuse to compromise, for the most demanding of users.

AVAILABLE FROM 150HP - 300HP

POWERING THE SOLAR REVOLUTION WITH YANMAR



Yanmar's YH generators have been embraced by one of Australia's most experienced and knowledgeable solar power experts.

When Australia's solar revolution started in the early 2000's, Michael Valentine was already ahead of the game. Among other claims to fame, he helped build the solar car for Australia's World Solar Car Challenge in 1993.

The founder of MV Solar, Michael has been in and around the solar industry for 37 years and there isn't much he hasn't seen.

On top of years within the electrical and electronics industries, Michael developed the first NSW TAFE courses in renewable energy.

"We kicked off the business from our kitchen table at our property in Denman in New South Wales in 2010," Michael said, "and now we have three sites in the Upper Hunter Valley, Denman and Rutherford as well as our Fiji office."

With around 50% of the business designing and delivering stand-alone power systems, good backup generators play an essential role. i

"We're not a 'one size fits all' solar company," explains Michael, "all of our installations involve as much two-way conversation with the client as possible to understand what their power needs are now and possibly in the future."

MV Solar has been using Yanmar YH series generators in its installations since 2016 and Michael's insistence on quality and standing behind his product is key to this preference.

"The Yanmar YH generators are a good size generator and are in fact a very quiet machine," says Michael.

"Because my products have a warranty, I've told the customer they have that guarantee and my reputation is behind that – so the suppliers I've used must be there when I need them.

One of the other standout features of the YH is their remarkable fuel efficiency. Equipped with Yanmar's direct-injection diesel engines, these generators are designed to maximize energy output while minimizing fuel consumption. This not only translates into substantial cost savings for users but also reduces the overall carbon footprint, a crucial aspect of sustainable power generation.

They have also been designed to endure the harshest operating conditions and provide reliable power over extended lifespans, ensuring a substantial return on investment.

One of the reasons they work flawlessly for so long is the fact that they are run by a well-balanced and proven engine.

"When the Yanmar is running you can sit a cup of coffee on the cabinet and there is barely a ripple in the liquid!" Michael said.

In 2012, MV Solar installed the largest off-grid solar system in Australia at the time.

Built at a farm stay property off the grid, it boasted a 60kW solar array, 4,000AH at 120V battery system with 480kW/h of storage.

In 2015 the company installed a large stand-alone solar array system in Fiji at the Coral View Resort that survived the onslaught of Cyclone Winston the following year.

"We have the only cyclone-proven system in the region as such," says Michael proudly.

It is easy to see the pride Michael and MV solar have in their product. Compromise is not an option.

"We'll always work to a customer's budget, but if they want something cheap that is a compromise, we don't get involved in that."

The more you understand the MV Solar philosophy, the easier it is to understand why the Yanmar YH Series are their generator of choice.

Learn more about MV Solar's work and get in touch with the team at mvsolar.com.au



Check out the Yanmar YH range at powerequipment.com.au



*Yanmar YH generator ready for installation
Right: Michael Valentine - founder of MV Solar*





GOING to the **EXTREME** with **YANMAR**

A new 28-seater jet boat was recently added to the Jet Boat Extreme fleet in Queensland's thrill capital, the Gold Coast. Twin Yanmar 6LY2A-STP inboard diesels are the engines of choice for this experienced operator, and it doesn't take long onboard one of their boats to understand why!

The Yanmar 6LY2A-STP continues to be one of the most popular marine diesel engines for the brand and is the jet boat-driving powerhouse of choice for Michael Gilmore.

Michael owns and operates Jet Boat Extreme on the Gold Coast with the help of his wife Christine and sons Kegan and Macauley.

Jet Boat Extreme launched a new 28-seater jet boat into its fleet recently, powered by two of these 440hp Yanmars.

It's far from the first time they've relied on Yanmar however. "Power to weight is one of the biggest advantages of the 6LY," says Michael.

He should certainly have a good handle on such technicalities too – having designed and built all of his boats with the help of a naval architect and professional marine fabricators. And Yanmars have gone in to each one!

With 20 years in the jet boat business behind him, Michael knows a thing or two about these thrill machines and takes pride not only in the design and safety of the boats, but also a strict maintenance regime.

Open the engine hatches, (below very sporty targa bars that also cleverly provide good air intake), and the trained eye will notice large engine room spaces for vessels that are under 8m in overall length.



Roomy engine spaces are invariably the mark of a designer that knows the importance of engine maintenance, and Michael makes no secret of his insistence on clean oil in his machines.

"These engines are running at least 6 hours per day and they are run hard," he explains.

"They are expected to go for an hour solid on each trip usually, and we change oil and filters every 150 hours," he said.

Whilst the factory advisory for oil change hours on a Yanmar are significantly more than 150 hours, Michael believes there is no substitute for regular oil changes.

Another jet boat he is currently refurbishing will have it's 6LY with over 3,000 hours on it re-fitted, such is Michael's confidence in it.

"There's very little that can go wrong with them and I like the simplicity of the 6LY's, they have really served us very well."

Fuel efficiency in the 6LY range also allows for far smaller fuel tanks onboard, and the engine's endurance abilities are something that can only be achieved from a true commercially rated engine like the 6LY2A-STP.

On top of the form-fitting lifejackets and seatbelts for passengers, the benign nature of a diesel fuel source is also a nice safety advantage in these boats.

Coming in at just over 500kg, the 6LY2A-STP engine delivers all of its 324kW (440mhp) at 3,300rpm. Its 5.8L displacement does not create an overly noisy tone however, even within the almost military-grade build of a hard-working jet boat.

These are boats that are built to thrill and in the hands of Michael or his skilled team of experienced skippers the Yanmar power certainly delivers thrills by the bucket load!

Connected to Hamilton jets, Michael prefers to keep things simple and the right-handed helms of his machines sport a very simple workstation.

Whilst limited to 40 knots on their Gold Coast waterways, these machines can turn on a dime and (literally!) spin full-circle on the nose when skippers use their controls the right way.

They're impressive to watch and far more fun to be onboard.

Whilst passengers are enjoying the thrills and the ever-exciting skyline of the Gold Coast, Jet Boat Extreme skippers are keeping a close eye on the job at hand via Yanmar's new 3G panel system – now standard on such engines.

"We really like the new panel setup," says Michael as he shows the difference between the old Panel D type Yanmar gauges and the new 3G Panel D.

"The new ones are smaller overall, but easier to read at a glance and are compatible with any of our engines via electronic control. We love them!"

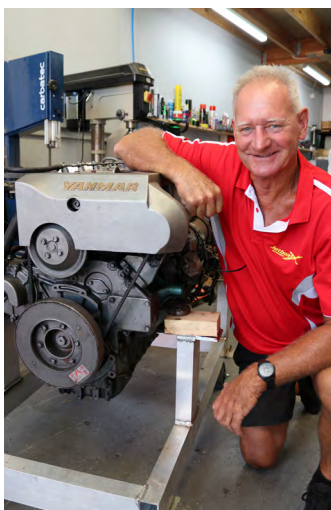
3G stands for "Third Generation" panels in Yanmar instrumentation and along with good electronic connectivity with existing Yanmar engines they also boast full NMEA connectivity.

Power Equipment was given the opportunity to see Jet Boat Extreme's new 28-seater put through its paces on the Gold Coast waterways, and the twin-Yanmar powered rocket did not disappoint!

Michael's skippers take pride in their work and the Yanmars too. In most cases, these guys have driven jet boats of various kinds and they love the predictable, reliable power that is the 6LY2A-STP standard.

Next time you visit the Gold Coast, be sure to experience this Yanmar-powered thrill ride. You won't be disappointed!

Next time you're on the Gold Coast, take a ride with Michael and his team and experience the thrills for yourself. Book your seat at jetboatextreme.com.au



POWER PROFILE	
VESSEL NAME	Jet Boat Extreme
APPLICATION	Commercial Jet Boat
CONSTRUCTION	Composite
ENGINE MODEL	Twin Yanmar 6LY2A-STP
POWER RATING	440hp (each) 324kW @ 3,300rpm
TOP SPEED	Limited to 40 knots

Above left: Michael Gilmore with one of his Yanmar engines
Right: The Jet Boat Extreme crew checking over one of their jet boats



Resurrecting the beast!

The long-awaited re-launching of Grant Wharington's Wild Thing 100 was one of 2023's sailing world highlights. Her performance under sail is breathtaking. Moving this mighty maxi around between race commitments requires some diesel engine help from time to time and her new Yanmar 4LHA-STP has proven to be a good thing for the new Wild Thing.

Wild Thing reborn... with twice the Yanmar horsepower

In the world of sailing, few names evoke as much excitement and anticipation as Grant Wharington.

Renowned for his daring spirit and relentless pursuit of excellence, Wharington set sail on a new adventure some three years ago - the reconstruction of his iconic yacht, Wild Thing.

This ambitious project has captured the imagination of sailing enthusiasts worldwide, marking a thrilling chapter in Wharington's outstanding career.

One of the easiest decisions in this incredibly complex re-imagining of Wild Thing, (now officially named Wild Thing 100), was her engine regime.

It was always going to be Yanmar.

"Yanmar are the industry standard really in yachting," is the opinion of Grant, "I mean, if you looked at the last 100 or so

serious ocean-going racing yachts built in this country, all but a handful are running Yanmars."

Wild Thing's rebuild, in simple terms, was a lengthening of her hull to bring the much-vaunted monohull weapon into the hundred-footer class. There is nothing simple about such a hull lengthening however.



Grant Wharington - owner of Wild Thing

The job that started in 2019 in Melbourne's docks replaced aged components with state-of-the-art materials, integrating advanced carbon-fiber composites, boosting structural integrity, adding state-of-the-art electronics and enhancing arrangements for crew.

Her rigging is a matter of technology, science and sail mastery that deserves its own testaments to describe and – almost literally – is biblical in application.

"She went from an 80-foot boat to a 100-foot boat, and effectively from a 16.2 tonne vessel to around 22 tonnes," explained Grant.

Some 1.2 tonnes of that increase is attributed to a heavier bulb on Wild Thing's keel (no less than 6.2 tonnes of lead is hanging at the lowest point of its 5.5 metre draft!).

This extra displacement was the primary driver for upgrading Wild Thing's Yanmar regime from her ever-faithful 110hp Yanmar 4JH4 engine. The 240hp Yanmar 4LHA-STP was chosen for a number of reasons, including the increase in power, engine size and the ease of installation.



Photos courtesy of ROLEX/Andrea Francolini

More than double the horsepower came with around a 50% engine weight increase, (just over 100kg), but the midship positioning of the new Yanmar provides a fabulous power-to-weight upgrade.

The 4LHA-STP is a 3.45L engine which makes its famous big bore and stroke work via direct injection (in-line pump) of diesel along with turbocharged and intercooled boost.

They are a stalwart of the Yanmar range and when coupled with the KMH50A gearbox, (as Wild Thing is set up in a 2.43-1 ratio), are designed to last the proverbial "forever".

While it may seem Wild Thing has been around forever too, the name has in fact been attached to what Grant describes as "seven different boats since 1989 really".

"All Wild Things have been running Yanmars since 1991 though," Grant is proud to add.

Under her 80-foot configuration and 4JH4, Wild Thing could motor along at 8 knots.

"The new motor is absolutely fantastic," says Grant of the hundred-footer's new 4LHA-STP.

"We easily get 11k nots out of the new engine, so if there is no wind around when we are moving the boat to its next race destination, we can make good miles."

Keep in mind of course that motoring speeds are nothing to get too excited about in this class of vessel.

With a design that makes this impressive, black-hulled beauty capable of achieving a sailing speed of 1.2 times the wind speed across her sails, 11 knots under motor doesn't seem terribly quick.

The sailing world has watched such capability in awe as Wild Thing, under Wharington's expert command, has reclaimed her status as a force to be reckoned with in elite monohull sailing.

Power Equipment is proud to have provided the motoring power to this iconic Australian racer in her ambitious rebuild – with more horsepower and no doubt even more glory for this new juggernaut of Australian sailing.



POWER PROFILE

VESSEL NAME	Wild Thing 100
APPLICATION	Maxi Racing Yacht
CONSTRUCTION	Composite
LENGTH	30.48m (100ft)
WEIGHT	22 tonnes
ENGINE MODEL	Yanmar 4LHA-STP
POWER RATING	240hp

COX V8 MUSCLE POWERS THE TOUGH AS NAILS HERLEY ELITE 8



Scott Dobeli opted for a new Cox 300 V8 diesel outboard on his magnificent Herley Elite 8. Looking forward to exploring the many options of South East Queensland's waterways like Moreton Bay, Fraser Island and beyond, this looks like the ultimate package for safe and comfortable exploring, fishing and more!



Scott Dobeli's Herley Elite 8 stands out at the Manly Boat Harbour in Brisbane's eastern suburbs, and not just for its fine New Zealand boat building lines.

There is something new on the back of this fine crafting of plate aluminium that has heads turning in marinas and boat clubs in the shape of a Cox 300hp V8 diesel outboard.

Herley Boats – in their own words – build the Herley Elite 8 “like small ships” and they are a formidable-looking vessel from any angle.

Add the Cox 300 V8 diesel to the transom and you've got the equivalent of muscle on muscle!

Scott may not have set out to commandeer one of the best-looking combinations in the boat harbour, but he's certainly done it.

“There's a couple of reasons I bought the Cox,” Scott explained to Power News while giving us a walk-through of the vessel at its mooring.

“I much prefer the idea of 300 litres of diesel under the floor than petrol,” he said, “and we want to do a bit of exploring so the range will be good too.”

“The other reason I liked the Cox 300 was that I think they look pretty cool, and I wanted one!”

The Cox 300 V8 outboard certainly cuts an impressively unique look in the outboard market and combines nicely on the back of Scott's Herley.

Smooth looks are only the beginning for these high-performance outboards however.

The Cox range offers fuel savings in the order of 30 per cent and punch out torque up to 1,052Nm. Those two figures alone on a hefty rig like the Herley Elite 8 already add up to a smarter outboard.

Scott has tested a few propeller options to date and the Cox can easily spin a 15.8 inch four bladed 20-inch pitch. With final sea trials yet to be completed, there is every indication the Cox could be swinging an even more aggressive prop regime, depending on load and performance requirements.

But that's just the beginning.

The Cox range is aimed at both commercial and recreational users and is expected to deliver three times the life of most petrol equivalents on the market.

They are a cleaner burning outboard, (with 20-35 per cent less CO² produced compared to equivalent petrol outboards), and offer a range advantage that is simply impossible to match in the petrol market.



Scott at the helm of his Herley Elite 8.

The Cox also quickly gets to its full 3,700-4,000rpm under load.

A quick run into Moreton Bay aboard Scott's Herley Elite 8 was proof enough of this.

These are a 3.4 tonne (dry weight) hull, but an application of ergonomically crafted throttle up towards the 3,000rpm has the boat purring along in the 26 knot range in no time at all.

Cox Marine set out to create more than just a powerful, efficient diesel outboard however.

The company created the Coxswain™ app in conjunction with the launch of the outboard. This powerful new engine management application enables Cox customers to access a range of information and after-sales support for their Cox diesel outboards, at the touch of a button.

Customers can access everything they need to know about their Cox powered vessels, 24/7 through the app on their phone or desktop.

For those who like to know more about where all the horsepower and torque comes from on a Cox though, here's some numbers to wet your appetite for this exciting outboard option available through Power Equipment.

Cox 300 at a glance:

The Cox 300 is a V8, 4.4 litre diesel with twin turbochargers.

Twin-turbocharging ensures significantly more torque across lower RPM and allows it to maintain good torque across all engine speeds.

The outboard weighs in at 393kg and has a vertical crankshaft design, allowing for direct drive of the transmission.

The entire Cox platform was designed from scratch and includes an in-house designed power trim and tilt (PTT) bracket built to withstand the toughest sea conditions that could be thrown at it.

Electronic controls and steering make user operation a breeze, while some very clever thinking in the outboard's power system like self-resetting fuses take this outboard well and truly into next-generation thinking on the water.

For more info on the Cox V8 diesel outboard range visit powerequipment.com.au/cox

POWER PROFILE

VESSEL NAME	Rusty
APPLICATION	Pleasure Craft
LENGTH	8.2m
WEIGHT	3.4 tonnes
ENGINE MODEL	Cox 300
POWER RATING	300hp
CRUISE SPEED	25 knots
TOP SPEED	30 knots @ 3600rpm



IT'S ALL ABOUT THE JOURNEY



JOHN DEERE



Sorrento's Wooden Boatshop is Australia's veritable mecca for wooden boats. Their new Tideways Launch 'Maggie' highlights the skill housed within this preeminent boat building and restoration business. As with everything that comes through the newly upgraded yards of the Wooden Boatshop, Maggie showcases master boat building and the power of the John Deere 4045TFM50 engine.

The Wooden Boatshop is a wonderland of classic Australian boat building and restoration that is better described as a philosophy rather than a boat yard.

No better example of that philosophy currently sits in a Mornington Peninsula marina in the shape of Maggie, a Tideways Launch completed in late 2023, by the Wooden Boatshop team.

To describe her as "beautiful" seems a trite statement. Take the fact that there are some 5,000 man-hours of work to deliver the vessel and you start to understand the "commitment" part of this build.

Powered by the sweet, low-revving power of a John Deere 4045TFM50 engine, Maggie encapsulates the more genteel genre of boating – a genre that harks to a bygone era and one that is central to the Wooden Boatshop's approach.

Born from a modern revival of the Victorian Couta Boat scene by Tim Phillips (OAM) more than three decades ago, the Wooden Boatshop now builds everything from the cute classics to 50ft luxury wooden cruisers. Maggie was hull number 110 of 118 various craft out of this industrious shop so far.

As with all their builds, Wayne describes the best part of a vessel like Maggie is the fact they are more than just a number; "there is a lot of detail in the boat – they are painstakingly put together."

At 36 feet in length, it's described by its builders as "the perfect day boat". Based on hull and cabin designs prevalent in the early part of last century, this boat is about comfort, not speed. There would be nothing uncomfortable about a few nights onboard if the sea was tempting you that way.

Wayne is quick to praise the John Deere propulsion, with no hesitation as to why it is the engine of choice for this launch.



Maggie under construction at the Wooden Boatshop

"You get good fuel economy and low noise, but that's just part of the advantage with that engine," explains Wayne.

"One of the things we like about the John Deere is that for the horsepower, it's a large displacement engine."

Topping revs at 2,600rpm, the 4.5L engine delivers high torque at lower revs and – in Wayne's opinion – "they don't seem as turbocharger dependent to perform."

The impressive torque of the 4045TFM50 is music to the ears of a boat builder creating



Images courtesy of the Wooden Boatshop.



Maggie cruising the waters off Sorrento
Centre: The lavish interior



single-engine displacement vessels too, because more torque allows a bigger propeller to be swung.

Maggie has a 5-bladed 21"X 16" propeller, an advantage that's possible through John Deere's strong, low-down torque.

Wayne says "There is a big focus on smoothness and quiet operation in this boat. They're built for comfortable leisure."

The mechanically-controlled John Deere is also simple to maintain and in it for the long haul. This fits nicely with the guarantee of quality from the Wooden Boatshop team.

"These engines come from a commercial background, so they're all about long life."

"They're a much more responsible way to enjoy a boat of this size – they use less fuel for the distance you can travel and they give an unobtrusive boating experience."

It could be easy to see Maggie as a quaint reproduction, but look closer and she is much more inside than might be expected.

With the latest in Raymarine electronics, pressurised hot and cold fresh water, an

inverter electrical system with lithium batteries, and a whole lot more, there is no shortage of comfort aboard this 'classic'.

"Some might say the engine is a lot of horsepower for this type of boat, but it is not being run hard and can easily handle its extra duties such as a second charging alternator," said Wayne.

"We are looking for a feeling of sailing with this kind of boat rather than purely a motoring push."

Whatever the feel is on its way across the water, there can't be many more beautiful vessels of its kind underway or at anchor. Power Equipment is proud to be partnered with the Wooden Boatshop in adding to this perfection with the John Deere 4045TFM50.

Check out the Wooden Boatshop's craftsmanship and services at woodenboatshop.com.au



POWER PROFILE	
VESSEL NAME	Maggie
APPLICATION	Pleasure Craft
CONSTRUCTION	Timber
LENGTH	10.97m
WEIGHT	8.6 tonnes
ENGINE MODEL	John Deere 4045TFM50
POWER RATING	150hp @ 2800rpm
CRUISE SPEED	8 knots
TOP SPEED	9 knots

“THE FIRST THING I NOTICED WAS
THE POWER.

- MARTY WISE, BOAT CAPTAIN ”

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MAKING IT HAPPEN.



Paul Fenech working on a Yanmar



(Above and right) Jai getting a John Deere build ready for a customer



There is far more to being just another engine distributor than simply making sure the customer receives their engine. Testing & customising engines are among the many vital tasks happening at Power Equipment's workshop facility in Melbourne - tasks that set it far and above its competition.

Like most good engineering, the best systems usually look easy. Invariably however, there's a lot going on behind the scenes.

The same can be said for Power Equipment through its main workshop facility at their head office in Melbourne, Australia.

Perhaps best described as the "pumping heart" of the operation, Power Equipment's workshop is one of the keys to its success in supplying some of the best marine and industrial engine solutions in the world.

"We're far more than a 'box in, box out' distributor," explains Nick Lee, National Operations and Engineering Manager.

"Unlike most of our competitors, we know our products inside and out," Nick says, "and we pride ourselves not just on having that knowledge, but sharing it."

Nick oversees the workshop team at Power Equipment and knows where it all begins.

A brief look around the workshop is a picture of quality in itself - super clean, well organised work areas and specialist equipment. Even the untrained eye can see the pride taken in the job here. Get into the detail of the people and what happens on the workshop floor and the quality delivered is revealed.

"We're a great team here because we've got all the skills in-house," says workshop fitter Paul Fenech.

"We can turn things around quickly because we've not only got the gear, we've got the people who have the knowledge," he said.

Ensuring the dealer or customer is getting exactly what they need is just one part of this feat - quality control plays an even bigger role.

"We bring everything together and test our

products in the workshop before that engine goes out," explains Paul.

"Whether that means just running tests, or complex customisation of an engine to meet a customer's needs, it's all done in-house."

The workshop features two dedicated test rooms where engines are put through simulations. Nothing leaves Power Equipment unless they know it works as it should!

"Preparing an engine can take anything from an hour to two or three days in some cases, depending on the complexity of the build," explains Paul.

"Then everything is checked by a different member of the team, so our quality control is second to none."

With (literally) thousands of engine variants and customisable options across all the brands within the Power Equipment stable, coming across something new isn't uncommon.

"No day is the same in here," says Paul, "but it's never an issue if you're confronted with an engine build or component you haven't dealt with before, because there's always someone here who has and we all help each other."

Power Equipment's clean and organised workshop is exceeded only by such teamwork, delivering real dividends for dealers and customers alike.



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REGIS AGED CARE CHARTS PATH TO NET-ZERO

Regis Aged Care, a leading provider of aged care services throughout Australia, is taking a bold step towards a sustainable future by partnering with Bridgeford Group.



This collaboration aims to achieve net-zero emissions across Regis' operations, contributing to a greener aged care sector and a healthier planet.

Linda Mellors, Managing Director at Regis Aged Care recently revealed the company's journey from pandemic challenges to financial resilience in CEO Magazine. Their investment and focus on sustainability, IT, staff safety, and a brand new program have shaped a brighter future for the innovative Aged Care provider, cementing their status as one of the aged care industry's leaders.

Bridgeford Group's involvement with Regis began with a comprehensive assessment of their asset management and life cycle planning for their property infrastructure, plant and equipment. This assessment provided Regis with valuable insights into the overall condition of their facilities, while identifying potential areas for improvement and significant energy cost savings. Based on the findings of the assessment, Bridgeford Group is now assisting Regis in implementing identified emission reduction projects across their sites.

"Our lasting partnership with Regis Aged Care at Bridgeford Group is a source of pride. Guiding it toward a net zero future through

reduced environmental impact has been a true privilege." – Nick Tassigiannakis, Managing Director, Bridgeford Group

The aged care sector has a significant environmental footprint and Regis Aged Care are working with Bridgeford Group to make a difference and achieve better, more reliable, cost-effective and sustainable homes for the residents and employees to enjoy.

Regis' "Take 2" program focuses on reducing waste and increasing recycling, while their "Circle of Care" program prioritises the safety and wellbeing of their staff. These initiatives, combined with Bridgeford Group's expertise, paint a promising future.

This collaboration is a testament to Regis' leadership in the aged care sector. By prioritising sustainability and partnering with experts like Bridgeford Group, Regis Aged Care is setting a positive example for other care providers and facility operators, and demonstrating that a greener future is possible for everyone.

For more information on Bridgeford Group's services and expertise, please visit bridgefordgroup.com.au or find and follow us on LinkedIn.

Bridgeford Group, a subsidiary of Power Equipment, was a passion and dream started by Power Equipment's CEO Luke Foster and award winning engineer Nick Tassigiannakis.

It all began at university, where Nick and Luke studied Aerospace Engineering together. Fast forward a few years and Nick provided his design and energy expertise for Power Equipment's 99kW rooftop solar energy system.

This initial project, and its success, led Luke and Nick to form Bridgeford Group. Four years later and the firm has helped hundreds of property owners, businesses, education institutes and government departments meet their energy goals, sustainability needs and assist them on the path to net-zero.



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THE V8 GAME CHANGER IN SPORTFISHING

Several new players have emerged in the recreational marine sector over the last 12 months who are looking to fundamentally change the game. Tasman Boats are shaping up as one of those to watch with their innovative Tasman 80, a serious sportfishing platform made all-the-more exciting by Yanmar's 8LV370 power.

Powering the new Tasman 80 – a sportfishing vessel with an 8m length and 2.8m (max) beam – the Yanmar 8LV370 will be coupled with the famous KMH50A gearbox to propel this single shaft-drive, trailerable boat.

Don't be fooled by a single propeller however – the 8LV370 is set to make this hull move!

With a lightship construction weight of just 2,450kg, (4,270kg fully loaded), current estimates give the boat a top speed of 40 knots and an easy cruising stride of 28 knots.

As many experts are discovering with the 8LV370, the fact that this engine hits its impressive torque max at just over 2,000rpm and most of its power curve under the 3,000rpm mark, the performance results are as stunning as they are efficient.

The Tasman 80 will have a 355 nautical mile range. Imagine how much petrol you'd need to get that range?

"We set out to build the most advanced, trailerable sportfishing boat in Australia," says Jason Hutchins, Director of Tasman Boats.

Jason is a keen fisherman, so the project has started with better than a good idea of what was needed in such a boat.

"We've designed a boat that is a very capable offshore platform, but it's also aesthetically pleasing," Jason says, "You could comfortably spend a week on this boat if you want to in relative luxury, whilst also having a serious offshore fishing boat at your disposal".

"They're purpose built for the often-tough conditions of Bass Strait and the east coast of Australia." Boasts Jason.

And unlike most of their competitors, the Tasman 80 is built to AS1799/AMSA commercial standards.

And that's before you add the brilliance of Yanmar's 8LV370 to the equation!

The hi-tech, common-rail diesel is adding performance, efficiency and range to this fishing machine that petrol engines could only dream of.

Built with the renowned Yanmar qualities of performance and reliability, the electronically controlled twin-turbo V8 8LV is an engine that pushes marine standards to a new level. No wonder it is such a good match for the innovative Tasman 80!

The first hulls were rolling off the Tasman Boats production line early this year, with strong forward orders.

If you're in the market for what is sure to be one of the best sportfishing platforms in the southern hemisphere, it's probably time to put your name down for a Tasman 80/Yanmar 8LV370 combo!

A glance down the list of the standard features is quite impressive. It comes with an electric tunnel thruster as standard, an electric marine toilet and sink, 60L plumbed live bait tank plus a whole lot more. And the optional items you can choose from can make this boat a real game changer! .

Check out the Tasman 80 and the entire range at tasmanboats.com.au.



POWER PROFILE

VESSEL	Tasman 80
APPLICATION	Sportfishing
CONSTRUCTION	Composite
ENGINE MODEL	Yanmar 8LV370
POWER RATING	370hp / 272kW @ 3800rpm
TOP SPEED	40 knots

“We set out to build the most advanced, trailerable sportfishing boat in Australia.”

Jason Hutchins
Director, Tasman Boats Pty Ltd



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