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

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Welcome to the 60th edition of our Power News magazine. It seems like just yesterday when the first ever issue was sent out, and a far cry from what the magazine looks like today.

There has been a lot happening over the past few months here at Power Equipment, with the introduction of ePropulsion's electric marine range to our product lineup and Smartgyro kicking goals.

Our diesel outboard brands continue to shake up the marine space with the Cox 350 V8 diesel outboard arriving, and we've just launched the Eniquest range of marine generators to market. It's been a busy few months for the team.

We've also celebrated some great staff achievements, with Adrian Thompson from our QLD office recently celebrating 25 years with the company - an incredible feat.

In this edition we showcase some wonderful projects powered by Power Equipment, from classic marine repowers, to toasting the success of one of our key partners in Aussie Pumps.

There's plenty more to come as we continue to grow and bring the best power solutions products to the Australian, New Zealand and South Pacific markets.

Luke Foster
CEO
Power Equipment

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Charging into the future with ePropulsion

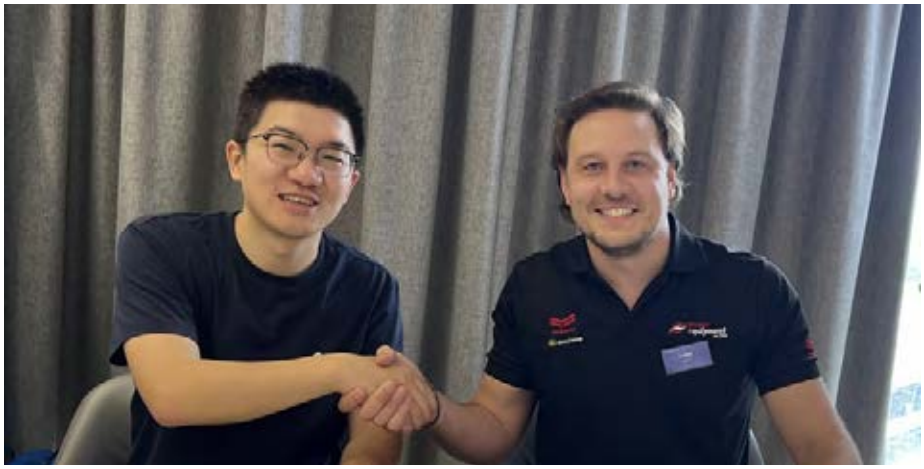
In a move set to accelerate Australia's shift toward cleaner, greener marine technology, **Power Equipment** has announced a landmark partnership with global electric propulsion pioneer **ePropulsion.**

Announced in May 2025, Power Equipment became the exclusive Australian distributor of ePropulsion's full product range — including its cutting-edge electric outboard and inboard motors, batteries, accessories and spare parts.

For over three decades, Power Equipment has been a cornerstone of the marine and industrial engine sector across Australia and New Zealand. Known for distributing trusted names like Yanmar, John Deere and PSS Shaft Seals, the company is now steering firmly into the future of marine power.

By securing exclusive rights to ePropulsion's electric propulsion systems in Australia, Power Equipment has positioned itself at the forefront of sustainable marine innovation.

"This collaboration aligns with our commitment to sustainability and technological leadership in the marine industry," says Power Equipment CEO Luke Foster. "ePropulsion's products are not only environmentally responsible but also offer outstanding performance, value for money, and ease of use for our customers."



Danny Tao, Co-Founder & CEO ePropulsion (left) & Luke Foster, Power Equipment CEO (right) sign the agreement at ePropulsion Headquarters.

ePropulsion – a global leader in electric marine propulsion

Founded in 2012, ePropulsion has rapidly earned a reputation as one of the global leaders in electric marine propulsion.

Its portfolio ranges from compact and portable 500W outboard engines to powerful 250kW inboard systems, delivering reliable and whisper-quiet propulsion for a range of vessels — from tenders and fishing boats to commercial workboats, yachts and ferries.

Among the best-known models are the Spirit and Navy outboards, outstanding in their performance with maintenance-free brushless direct-drive motors, user-friendly interfaces, and zero-emissions. More recent innovations like the eLite — the smallest motor in the ePropulsion range — and the X Series of high-efficiency outboards, have redefined electric power in the marine space.

Meanwhile, the H Series and I Series of inboard systems are already making waves in the commercial and OEM sectors, offering advanced performance for all types of vessels up to 200 tons.

The range of ePropulsion options in fact covers close to ninety per cent of leisure and commercial boating platforms currently on Australian waters.

"While Australia remains a traditional boating market, with minimal regulatory push toward electrification, this partnership represents a bold move to increase access to sustainable propulsion technologies," Foster adds. "ePropulsion is leading the global electric charge with their continuous innovation and exceptional product quality."

Indeed, the timing couldn't be better.

Rising fuel costs, growing consumer awareness of emissions and noise pollution, and increased interest in low-maintenance marine solutions are all driving demand for alternative propulsion systems.

> **"This collaboration aligns with our commitment to sustainability and technological leadership in the marine industry."**
>
> **Luke Foster**
> **CEO Power Equipment**

With the range of ePropulsion products now distributed through Power Equipment's nationwide dealer network - bolstered by its expert sales team, training facilities, and local technical support - boat owners across the country will have greater access to high-quality electric propulsion than ever before.

ePropulsion co-founder and CEO Danny Tao believes Australia is poised for a significant shift.

"Australia is a market on the cusp of change when it comes to electric power adoption, and we aim to answer the growing demand with our game-changing products," Mr Tao said.

"We are thrilled to partner with Power Equipment to bring ePropulsion's sustainable technologies across Australia and beyond."

Unbeatable advantage for Australian customers

The partnership also represents a significant logistical advantage for Australian customers.

Spare parts and accessories are stocked locally, ensuring shorter lead times and a consistent support experience.

Whether you're cruising the Whitsundays, ferrying passengers on Sydney Harbour, or operating an electric tender off a private marina berth, users can now rely on an established national network to supply, service, and support their ePropulsion systems.

ePropulsion's vision goes beyond just clean energy. Their Smart System Architecture (eSSA) and IoT-enabled platforms bring intelligent diagnostics, wireless updates, and integrated system management to users' fingertips, transforming the boating experience for both private owners and commercial operators.

For Power Equipment, it's a natural evolution.

The company has long prided itself on delivering complete propulsion solutions.

As Australia's marine industry begins to embrace low-impact technologies, this new alliance signals a definitive step forward. Quiet, clean, and remarkably efficient, ePropulsion's systems are not only a glimpse into the future of boating — they're ready for your boat today.

Explore the complete ePropulsion range of electric motors, accessories and spare parts at e-propulsion.com.au or scan the QR code.

THINKING BIG!

AUSSIE PUMPS' BRAND NEW PRODUCTION FACILITY

Have a yarn with Aussie Pumps founder and Managing Director Warwick Lorenz for a short while and it's hard not to get caught up in his enthusiasm – and not just for Yanmar or his own well-built pumps. Lorenz doesn't just dream big, he delivers big! Having recently moved his business to a brand new facility north of Sydney's CBD, Lorenz and Aussie Pumps are doing their thing – albeit in a modest way – to fight Australia's bushfires, floods and drought.

"30 years ago, when Australian Pump Industries, (now Aussie Pumps), was founded in a shed in my backyard, the little team of four people had no understanding that we were heading for major changes in the weather," says Warwick Lorenz.

"Even when we did hear about it, years later, we didn't believe it!"

"Australia's always been used to periodic droughts, floods and bushfires. What we didn't forecast back then was the progressive temperature increases and the rising prevalence of dramatic weather events."

Lorenz is acutely aware of what many businesses, farmers and other operators deal with on a daily and seasonal basis as users of small-engine equipment. He's passionate about delivering a pumping product that works – and Australian manufacturing in the big picture.

"It's easy to get depressed when you see headlines about bushfire devastation or flooding disasters, both here and overseas," says Lorenz.

"But here at Aussie Pumps our R&D Department and the inspiration of the people we work with are a big part of how we guide product development."

It's this research that has led Aussie Pumps to team up with Yanmar engines where safe, reliable, efficient diesel power gets the job done.

New Aussie Pumps factory pumping hard!

Aussie Pumps recently moved production to a new 3.5 acre warehouse and factory facility in Sydney's boutique Norwest Business District.

Here they developed significantly faster production build programs and a few other exciting improvements.

"We spent more than $2 million on a new test rig alone at our new facility – it's state of the art," says Lorenz proudly.

"Our newer building isn't just a better, lighter and more airy manufacturing space, it's a facility that allows us to develop products that leave our competitors behind."

Beating competitors is a game Aussie Pumps already has impressive runs on the board with – including with their super-reliable firefighting pumps and a range of transfer, spray and high-pressure pumps which are coupled with Yanmar engines.

Aussie Pumps proudly provide Yanmar-driven pumps to customers like the Australian Navy, who have employed the recovery pumping power of the Aussie Pumps Sea Master model coupled with a **Yanmar L48** diesel engine to move up to 700L per minute

Big new facility – bigger hopes for Australia

It's little wonder Aussie Pumps goes from strength-to-strength. They're a company that's passionate about pumping!

Lorenz ensures his team delivers the best quality pumping equipment at a fair price, but that's only a small part he can play in Australia's bigger issues.

The Aussie Pumps team has a passionate belief that Australia needs large scale infrastructure projects. One application of this effort could be drought-proofing regional Australia.

L48 L70 L100

"Imagine bringing regional Australia to life, relieving country folk from the fear of drought and providing farmers with true water security!" Lorenz says.

"We believe Australian manufacturers could gear up to help Australia's food and fibre businesses prosper – double and even triple with enough water security," he says.

Aussie Pumps work hard to design a range of machines designed specifically for Australian conditions. They work directly with farmers, dealers, local government bodies and mining operators as well.

"The Yanmar-powered Aussie Mine Boss range are popular now, not just with the Australian mining industry, but have made their mark overseas," Lorenz says.

"We believe Aussie manufacturers can be competitive; we prove it every day!"

"The Aussie Pumps team also know that Yanmar L Series engines have a reliability that's unmatched and supported right around the world for both Australia and our export distribution network," said Lorenz.

Helping power Aussie manufacturers

In the world of small diesel engines, few names command the same respect as Yanmar, and their L Series engines have long been the gold standard. Aussie Pumps chose Yanmar because they are compact, reliable, and designed to perform under pressure. These engines are found powering everything from pumps to concrete saws, construction equipment and agricultural machinery across the globe.

At the heart of the L Series' appeal is its legendary reliability. Built with precision engineering, they're renowned for their long service life, low fuel consumption, and minimal vibration, all essential for demanding jobs. With a broad output range from 4.7 to over 10hp, they are adaptable to virtually any application.

One of the L Series' standout features is its direct injection system, which boosts fuel efficiency and allows for faster, cleaner combustion. Combined with easy maintenance access, the engines are as user-friendly as they are durable.

But it's not just performance that keeps the L Series on top, it's reputation. OEMs like Aussie Pumps, contractors and farmers alike trust these engines because they just keep running. Even in extreme heat, cold, dust, or humidity, Yanmar L Series engines prove their worth time and again.

With a Power Equipment dealer support network second to none, readily available spare parts, and emissions compliance that meets tough international standards, the Yanmar L Series continues to set the benchmark in small diesel power.

Discover the complete Aussie Pumps range at aussiepumps.com.au

Top: Aussie Pumps Production Manager, Manoj Verma, checks the line of trash pump production. Above: The Aussie Fire Chief, lightweight portable fire pump, powered by Yanmar

FROM EVOLUTION TO REVOLUTION, COX POWERS MARINE RESCUE.

Joe Cordina describes the King George – an 11.1 metre RHB rescue vessel – as "a true evolution of design and new technology" with its new Cox 300hp diesel outboards. At the helm of Cordina Marine, Joe prides his family-owned boat building business as one that always delivers a custom vessel for every client.

Situated in the Australian Marine Complex in Henderson, Western Australia, Cordina Marine has carved a niche by delivering high-quality, custom-designed boats tailored to the unique demands of both commercial and recreational clients.

Joe is particularly proud of the "family owned" part of this boat building enterprise, with his wife Tracey and father Joe (senior) working in the business; "Tracey and I were actually starting our own family when we set up the business," Joe says with pride.

This family operation and their skilled team are renowned for bespoke aluminium vessels and the King George is certainly no exception. Cordina Marine collaborated with Volunteer Marine Rescue Western Australia (VMRWA) to build the King George, designed to navigate the challenging waters of the East Kimberley region.

Built from aluminium and weighing six tonnes, the King George is powered by twin Cox 300hp diesel outboards. The vessel reaches a top speed of 38 knots, cruises comfortably at 28 knots and delivers its best fuel consumption at cruise speeds around 27 knots according to operations crews.

Based on Cordina Marine's 11.9m "Neptune" hull, the King George required some important design changes to meet the rescue group's needs.

"The biggest change revolved around the fact that it needed to be road trailerable and so we had to bring the beam down to under 3.5 metres," explained Joe. "This meant we were doing a slightly shrunk-down version of the 11.9m hull".

The rescue group wanted diesel outboards if possible – a request that Joe saw as an opportunity to employ an exciting new power option provided by Power Equipment.

Driving a new evolution of boating

"There are a few factors that make the Cox 300 a great outboard," says Joe. "The most obvious one is the torque; you just cannot compare the out-of-the-hole ability of the Cox. Interestingly, and probably unexpected to be honest, they are quieter at cruising revs and right through to full throttle compared to a petrol outboard too," Joe said.

Also impressive to this 20-year experienced boat builder is a lack of fumes from the Cox 300 and "the ease of installation – that was a pleasant surprise for us".

The Cox 300hp diesel outboard is a game-changing innovation in the marine industry, offering significant advantages over traditional petrol outboards in terms of performance, efficiency, durability, and safety. Developed by UK-based Cox Marine, it was designed to meet the rigorous demands of both commercial and recreational users.

Its true 300hp performance delivers an incredible 479Nm of torque, (nearly double that of a comparable petrol outboard), and consumes 30% less fuel. The range and cost savings are also headlined with a durability that delivers an engine designed to last three times longer than petrol alternatives.

Unlike converted auto engines, the Cox 300hp is a purpose-built marine engine with a 4.4L twin-turbo V8, delivering constant power and high torque.

"I was personally involved with the full process of getting the Cox outboards into this build and the whole process with Power Equipment was impressive – their backup, commissioning assistance and involvement was amazing."

You could be forgiven for thinking Joe might be biased in his praise for Power Equipment – he's also a fan of Yanmar engines which he has in his own boat.

"The Yanmars are a brilliant engine and I've always loved them," Joe says.

Carrying more than one thousand litres of diesel fuel, (a much safer prospect than petrol of course), and with a hefty water tank on board too, this vessel keeps its fluids weight midship and benefits from unbeatable resting stability from its solid PE foam collar that is protected by an outer layer of thermoplastic polyurethane.

This outer collar can literally be zippered open – a design championed by Cordina Marine – which helps with maintenance, durability and inspection needs.
"The King George with its Cox 300 diesel outboards sums up our approach to design and custom boat building," says Joe, "we are always evolving our builds to deliver the best custom design we can."

Keep an eye out for more Cox diesel outboard applications on Cordina Marine builds coming soon!

Operating in tough conditions
East Kimberley Marine Rescue operates in some of the toughest waters in the world with huge distances to cover, saltwater crocodiles, isolated coastlines, massive tides and extreme heat, just to name a few daily obstacles the volunteer team navigate.

"We are very proud that the marine rescue group had the confidence to go with us for this build," says Joe, "they are operating in remote locations and sometimes extreme conditions. We're glad we could provide them with the right boat for the job."

For more information on Cordina Marine, visit cordinamarineservices.com.au

Discover more about the Cox range at powerequipment.com.au/cox or scan the QR code below.

POWER PROFILE	
VESSEL NAME	King George
APPLICATION	Rescue Vessel
CONSTRUCTION	Aluminium
LENGTH	11.1m
WEIGHT	6 tonnes
ENGINE MODEL	Twin Cox 300 Diesel Outboards
POWER RATING	300hp / 244kW (each)
CRUISE SPEED	28 knots
TOP SPEED	38 knots

BLACK PEARL

ADDS LUSTRE TO DIAMOND HARBOUR

The story of Black Cat Cruises officially started in 1985, but the founding family traces its roots on Banks Peninsula back to the 1920s with a close connection to the Diamond Harbour ferry. Proudly family-owned to this day, Black Cat Cruises has maintained its deep-rooted legacy. *BY KEITH INGRAM*

From humble beginnings carrying a few hundred people per year operating a small tourism business of small canoes and dinghies, founders Ron and Durelle Bingham recognised the untapped potential of Akaroa and its wildlife as a tourist destination.

This first major step involved the purchase of the Canterbury Cat, which opened the door for visitors to experience the scenery and wildlife of Akaroa Harbour, including the Hector's dolphins, fur seals and, dare we say it, an old, woolly sheep happily living in its own enclave below the cliffs.

The Binghams had two goals, which the company still follows closely. One was a 365 days-a-year commitment to getting out on the water. Such dedication means it takes a mighty southerly wind to stop their skippers from operating.

The other is to raise the profile of New Zealand's endangered wildlife, including the dolphins, seals and little blue penguins.

Over the years, Black Cat has successfully navigated various challenging obstacles, from earthquakes to a global pandemic These experiences have only strengthened their resilience and dedication, which has helped them to grow into one of the top tourist cruising operations in New Zealand.

The other thing that stands true for Black Cat is the importance of its people. From day one, Ron's legacy has maintained the vision to deliver an experience of the highest quality, characterised by excellence in education, entertainment and safety. Today, this success rests with the passionate and dedicated team which is now in command.

Legend says Diamond Harbour earned its name when an early settler saw sunlight sparkling on the water, and it reminded him of countless shimmering diamonds. The harbour remains one of the sunniest and most untouched destinations on Banks Peninsula, making it perfect for day trips.

The Diamond Harbour Ferry, operating since 1888, is the recommended mode of transport, bridging Diamond Harbour and the port town of Lyttelton with a short ferry ride. The ferry jetty is only a brief, five-minute stroll from the heart of the town.

With departures every 30 minutes at peak times, the journey is both convenient and scenic.

Black Cat's ferry, the Black Diamond, introduced in May 2001, has served as the modern Diamond Harbour ferry. She replaced the historic Onawe, cutting travel time to roughly ten minutes and offering more frequent trips. Paired with buses from Lyttelton to Christchurch, it provides Diamond Harbour residents with an easy commute to the city.

The old adage states – for any successful ferry service provide a regular, fast and efficient service and the people will come. The local population has surged over the last decade as the next generation of younger families move into the local community. Increased tourism was a major factor, with the growing awareness of Diamond Harbour as an excellent tourist destination.

This increased commuter demand, along with a 15 percent increase in passenger trips from 135,000 in the 2022-2023 financial year to just over 155,000 in 2023-2024, placed pressure on the service for additional

Dave Low (left) & Nick Law from Power Equipment NZ check out the Black Pearl at Diamond Harbour

capacity. The 16m Black Pearl was launched in September, 2024. This new vessel can carry up to 95 customers, double the capacity of the other Diamond Harbour ferry, Black Diamond, which will now be used as the reserve ferry.

Black Cat's chief executive, Paul Milligan, said the new vessel had taken a lot of planning and careful design.

"A real highlight of having this new ferry is her capacity. She will allow for greater accessibility for customers, including those with prams or bikes."

The ferry's journey to the water wasn't all smooth sailing. "We are relieved to have her in service after the initial build was delayed due to Covid-19 and the normal teething issues one might expect with a new boat," said Paul.

Environment Canterbury councillor Vicky Southworth said she was excited to have the new ferry in operation. "It's amazing to see after years of hard work and planning. I know the community will appreciate having this extra, bigger vessel available."

The 16m catamaran with her distinctive axe bows was designed by Teknicraft and built locally by Icon Custom Boats in Rangiora. The design brief was for a soft-riding, comfortable, fast commuter ferry for the enclosed waters between Lyttelton and the wharf at Diamond Harbour. She is constructed of 5083 marine-grade aluminium and is surveyed to carry up to 95 passengers within inshore limits.

The Black Pearl is powered by two Yanmar 6CXBM-GT engines, situated towards the rear below the passenger accommodation area.

These engines are rated at 294kW @ 2500rpm. They are coupled to Yanmar YX-80 gearboxes driving a conventional drive to Veem five-bladed high-speed propellers and spade rudders. Steering is via HyDrive power-assisted steering rams. The twin Yanmar marine engines power the 17m vessel along at a comfortable, fully laden service speed of 18 knots.

Access to the machinery space is via watertight Kontrail hatches located on either side of the hull, both fore and aft. This includes the steering gear flats located aft of the engines. Also in the voids are two 800 litre fuel tanks, a potable water tank and the black water tank for the head.

INSIDE AND OUT

The skipper's steering station is situated in the forward section of the main cabin, elevated for improved visibility. Both the skipper and crew are seated on Krue air seats for comfort.

The primary command station is positioned on the starboard side, which is the vessel's working and yield side. The navigation and electronic systems include a Simrad NSS16 evo3S multifunction display with integrated dual-channel CHIRP sonar, a powerful HALO24 radar, sounder and plotter with C-map, and a NAIS-500 Class B AIS paired with a GPS- 500 antenna. Communication is handled via a Simrad RS100 Blackbox VHF radio.

Like most modern ferries, there is space for cyclists to bring their bikes on board. There are eight bicycle stands on the aft deck, with four on each side, along with seven exterior seats. When all the bike racks are occupied, the aft deck can accommodate up to 16 passengers, or 28 if no bicycles are present.

Inside the spacious cabin, there are 52 forward-facing seats arranged with walkways on either side of the central seating area. Toward the rear of the cabin, four additional flip-down seats provide extra flexibility. The interior is elegantly designed, featuring soft, pastel tones for a comfortable and inviting atmosphere.

The exterior of the Black Pearl is predominantly natural polished alloy, which will in time develop a natural patina protection surface with its distinctive grey colour, along with the Coloured sections of the hulls and transom covered in vinyl wrap.

The area between the hulls under the wing deck has been given a protective soft cream coating to eliminate salt staining and potential for corrosion. Below the waterline, the hulls are protected by Altex Zika's antifoul paint systems.

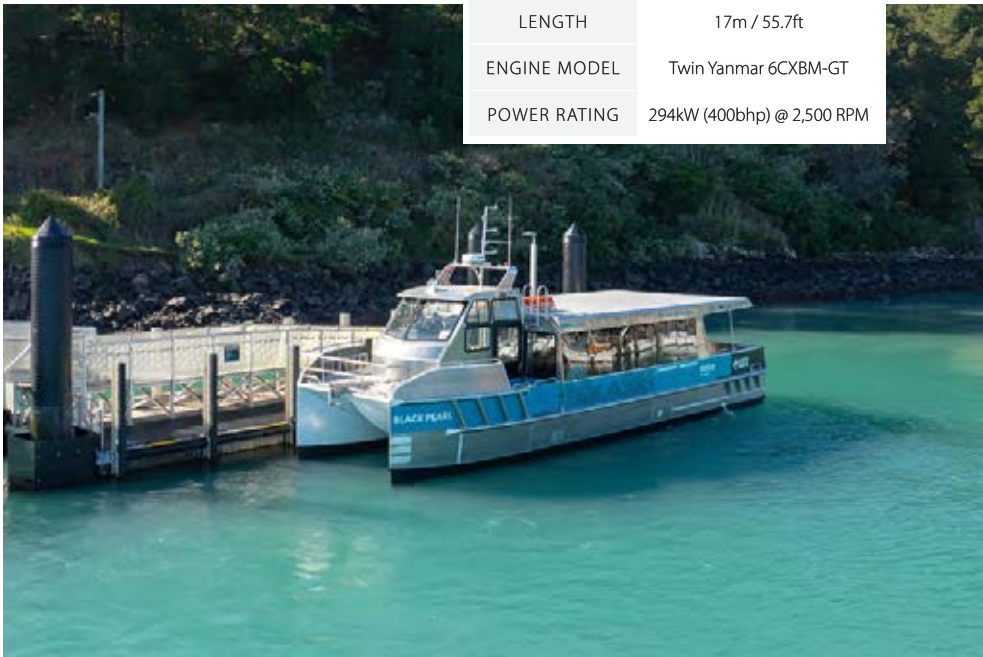
In summary, this Teknicraft-designed passenger ferry has been well constructed by the builders, Icon Custom Boats. The attention to detail in the construction and welding is superb. The interior layout and seating is comfortable for the short, eight minute commute across the harbour.

Once underway, the Black Pearl demonstrated her pedigree, delivering a smooth and comfortable ride. Noise levels on the aft deck were low enough to allow for comfortable conversation.

Since going into operation, Milligan comments that the skippers have truly fallen in love with the new vessel and have embraced their new environment with enthusiasm. "Even though the Black Pearl is larger than the Black Diamond, the team has found her incredibly easy to manoeuvre. They absolutely love how quiet she is and are thrilled with the excellent visibility from the helm," he says. The vessel has not only met but also exceeded expectations, impressing everyone with her remarkable efficiency through the water and outstanding fuel economy. There's no doubt that the Black Pearl will provide Diamond Harbour residents and day-trippers with a reliable, fast, and efficient service for many years to come.

This article is published courtesy of Professional Skipper Magazine.

POWER PROFILE	
VESSEL NAME	Black Pearl
APPLICATION	Commercial Ferry
CONSTRUCTION	Aluminium
LENGTH	17m / 55.7ft
ENGINE MODEL	Twin Yanmar 6CXBM-GT
POWER RATING	294kW (400bhp) @ 2,500 RPM



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POWERFUL & TOUGH, AUSTRALIA WIDE

John Deere has long been synonymous with reliability and innovation in engine design, and their 4045 PowerTech range of diesel engines are no exception, so much so that they are the powerplant of choice for the Firmus Group, manufacturers of specialist vacuum tanker semi-trailers.

There's no more reassuring sound than the smooth, distinctive song of a John Deere, whether it's in the paddock, under a tractor bonnet or running industrial machinery.

The 4045T2 four-cylinder, vertical water-cooled powerhouse delivers an impressive 127.4 horsepower (93.0kW) at 2400RPM. But beyond raw power, the 4045T2 stands out for its cutting-edge engineering and design.

"For an engine of its overall size and horsepower, the John Deere really does have a better power curve," says Firmus Group Operations Manager Matt Kinlough.

Matt is no stranger to the John Deere engine range, having serviced them in his years as a mechanic.

Firmus Group builds a range of specialist vacuum tankers for the recovery of all manner of liquids and waste, (including flammable and some dangerous liquids), with a blade vacuum system.

These are semi-trailer mounted setups that can retrieve up to 20,000L of anything from fuel to mud, and rely on a power system that drives both hydraulic tipping and door emptying systems, as well as an industrial liquid ring-type industrial vacuum pump.

This power is where the John Deere 4045T2 engine steps up to the job.

The John Deere 4045T2 is more than just a high-output diesel engine; it is a testament to intelligent engineering and innovation. Every detail has been designed to maximize performance, durability, and efficiency.

Built for heavy-duty tasks, its variable speed capability and adaptability, makes it a go-to choice for professionals in the agriculture, construction, and industrial sectors.

"The John Deere is effectively the 'nucleus' of our system. The trailers can be parked independently and must rely on the engine for its full operation – the John Deere's belt setup drives both the hydraulics and the liquid-ring vacuum." explains Matt.

With Firmus Group moving from custom tankers to a focus on a set range, the John Deere 4045T2 "is really the engine that caught our interest and attention for all our needs," says Matt.

"As well as meeting power needs, the fact is our equipment gets used all over Australia in all types of conditions and climates," he said.

"The John Deere isn't just an easy machine to service and maintain, they're designed to handle tough conditions and harsh environments so we don't need to worry about where our equipment may be operated in terms of engine durability."

At the core of this durability is its dynamically balanced crankshaft and forged steel connecting rods that feature a unique 45-degree design that ensures smooth performance even under high loads.

Heat dissipation is also a crucial factor in performance, and John Deere engineers have incorporated replaceable wet-type cylinder liners for long life and excellent heat dissipation, reducing the likelihood of overheating and increasing overall efficiency.

Whilst John Deere reliability is no new story, neither is the relationship between Firmus Group and Power Equipment.

"Firmus Group have a long-standing relationship with Power Equipment and they have always provided the equipment and expertise we need," Matt says.

"Of particular note, Steve Harvey and Dean Whitford at Power Equipment have always provided fantastic support and we are grateful for their efforts."

Now Firmus are in the process of building a new hook-lift skid-mounted vacuum tank system which can be deployed from a body truck. This new design is also destined to sport the John Deere 4045 engine and Power Equipment is proud to continue powering this ever-successful Australian manufacturer.

*Find out more about these great vacuum trucks at **firmusgroup.com.au**, or discover why John Deere engines are leading the way at **powerequipment.com.au/john-deere***

POWER PROFILE	
ENGINE MODEL	John Deere 4045T2
POWER OUTPUT	124.7hp / 93kW @ 2400 RPM
ENGINE TYPE	Vertical water-cooled
APPLICATION	Industrial, Agriculture, Mining
DISPLACEMENT	4.5L

BOATING BONANZA

SANCTUARY COVE INTERNATIONAL BOAT SHOW®

The 2025 Sanctuary Cove International Boat Show turns on the weather, the products and the visitors. Headlining with the announcement of its new ePropulsion partnership, the 36th annual show bristled with Power Equipment brands and products – and a lot more.

Above: Jack and Michael from Mariner Engineering with Power Equipment's David Kentish & Michael Blair

Described as a "vivid snapshot of where boating is headed", this year's Sanctuary Cove International Boat Show (SCIBS) provided the ideal platform to showcase Power Equipment's suite of products and expertise.

Each year SCIBS elevates the marine lifestyle game — and in 2025, the 36th edition did just that. Set against the glistening 202-berth marina at Hope Island on Australia's Gold Coast, the four-day event, (complete with stunning weather over four days), broke records both in scale and attendance.

There was a veritable sea of 824 boats on show — 422 afloat and 402 perched on land — a nearly 10% increase over 2024, and the highest ever seen at SCIBS.

Power Equipment CEO Luke Foster captained his company's presence for the opening days of the show and was proud of the team effort at SCIBS.

"Boat shows such as Sanctuary Cove are not only a sales opportunity for Power Equipment's products, they cement our position as leaders in bringing innovative products to market and expertise," Luke said.

Most excitingly, Power Equipment's newest distributorship - ePropulsion electric marine engines - was afforded its own display area in the primary indoor exhibit area, (the impressive entrance to the show). The company's more established brands including Yanmar, John Deere and PSS Shaft Seals were highlighted in a larger outdoor display area adjacent to the Sanctuary Cove Marina's impressive on-water boat exhibits – the go-to zone for boating enthusiasts, prospective buyers and dreamers alike!

More than 300 international marine exhibitors filled 15,000m^2 of exhibition space, supported by over 2,500 marine-related products ranging from cutting-edge navigation tech to opulent lifestyle accessories.

If it's boating, it's at SCIBS!

New and established brands in the spotlight

The reach of Power Equipment's suite of products continues to expand at such boat shows, and SCIBS 2025 was perhaps a standout for this.

Most impressively, Power Equipment's latest distributorship partner ePropulsion electric marine engines could be found across

Top: from left George Li, Ian Mills, Nick Marsden & Luke Foster presenting on the ePropulsion stand.
Left: Russell Carlyon from OC Tenders NZ with Power Equipment's David Kentish

multiple exhibitor sites, particularly in tender and smaller recreational boating displays.

It seemed like everywhere you turned at SCIBS, an ePropulsion electric outboard was featured on the transom of both new and established boat brands.

With Australia being a market on the cusp of change when it comes to electric power options, it is no surprise that boat shows focused on innovation would be highlighting the ePropulsion product. (You can read more about Power Equipment's new ePropulsion partnership and the ePropulsion product range in this edition of Power News)

Meanwhile Smart Gyro was also front-and-centre at Power Equipment's main exhibit site, with this blossoming new player in the vessel stabiliser market continuing to make its mark.

With Smart Gyro stabilisers now available for boats from 2.5 tonnes up to 1,800 tonnes, the product had pretty much every recreational and commercial vessel application at SCIBS covered, and more!

Power Equipment's Australian-built generator partner Eniquest also displayed a new commercial marine generator featuring the robust and quality componentry of Eniquest generator design and ever-reliable Yanmar diesel engine power.

From a 500 watt electric ePropulsion outboard to unstoppable horsepower of high performance Yanmar and John Deere marine diesels, there really was something for everyone from Power Equipment at SCIBS.

A marine industry "mecca"

Power Equipment representatives at SCIBS 2025 were pleased to welcome new friends and old to their exhibits.

It is not unusual for dealers and Power Equipment product representatives to turn up at SCIBS each year for both business and convivial contact. It was most pleasing however to have special visits on day one of the Show from Power Equipment dealers Cairns SIM Trans from Far North Queensland, Mariner Engineering representatives from Victoria, and Wayne Parr from the Wooden Boat Shop in Victoria.

An official count tallied 45,865 visitors across the weekend — surpassing many expectations. With an estimated on-site value of boats alone at over A$750 million and a total economic impact, (direct and tourism), of close to half a billion Australian dollars, SCIBS will continue as the aspirational mecca of the Australian boating scene.

Don't miss out on next year's show, with the 2026 Sanctuary Cove International Boat Show scheduled for 21–24 May. Power Equipment will see you there!

Luke Foster, Power Equipment CEO with the new ePropulsion X12 Electric Outboard

A REDISCOVERED TREASURE

The Bertram 35 is a modern classic and is regarded by many as an all-rounder that is hard to better, even 40+ years since they were originally in full production. Just as happily put to work as a sport fisher as it is a family fun station, many Bertram 31's and 35's in Australian and New Zealand waters are looking for their next lease of life from new engines. The Western Australian-based Bertram 35 Long John Silver was recently repowered with new Yanmar 8LV common-rail diesels, a move the owners couldn't be happier with.

With a hull and cockpit design almost as famous as its namesake, (the vessel is called Long John Silver), this 1987-built Bertram ticked all the boxes for Chris and co-owners Simon Govey and Stephen Warne as a leisure vessel and fishing platform – until engine failures and parts issues on its original petrol V8 engines presented an ultimatum.

"After our third tow home from engine failure, we really had to decide whether to upgrade the engines or get rid of the boat," admits Chris.

Not an unusual predicament for many owners of boats this vintage. It can also be a problem that is hard to find a workable solution for as well. Until now!

Yanmar 8LV – a repowering godsend!
The Yanmar 8LV series of common-rail high performance diesels provide an option for vessels like the Bertram 31 and 35 that is as close to perfect as a repower can get.

As the leader in their class in power-to-weight, the 8LV is Yanmar's V8, twin-turbo, mid-revving dedicated marine diesel that offers variants from 320 to 370 horsepower.

Long John Silver was fitted with twin 8LV320 models (320hp @ 3,800rpm) and these compact diesels compliment the engine room space easily. "There's lots of room in there with the new Yanmars," says Chris.

Owners of the Yanmar 8LV will first notice the smooth and quiet operation of these 4.46L V8's, along with the stunning acceleration response inherent in their intercooled twin-turbo design.

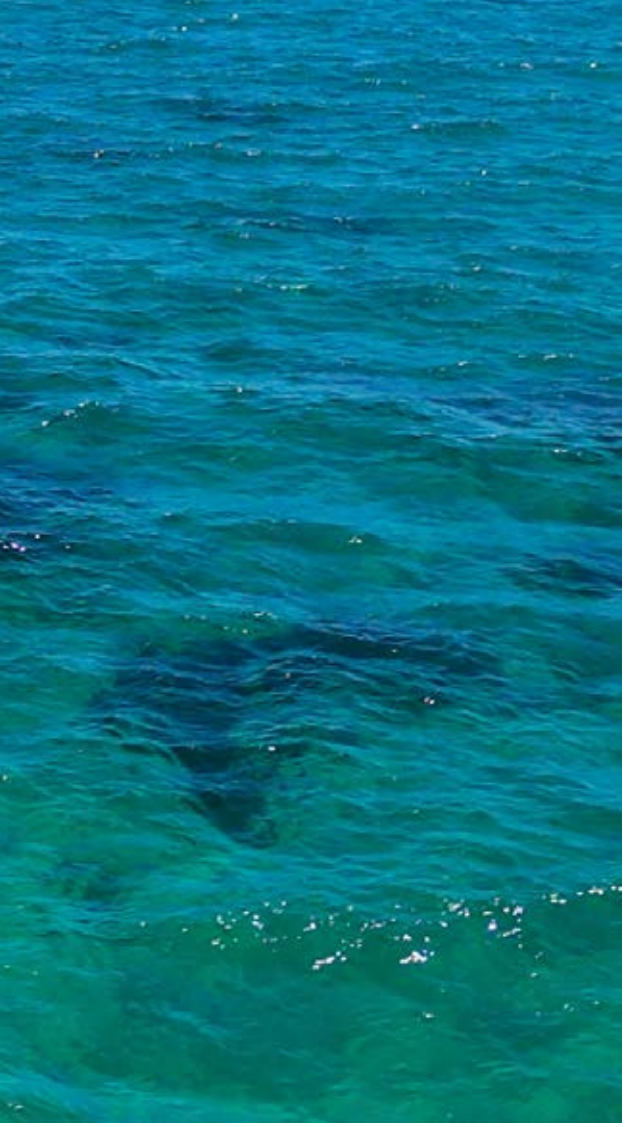
Weighing in at just 435kg, power-to-weight is a standout feature, along with clean operation that includes IMO Tier 2 and EPA Tier 3 certification. There's never been cleaner V8 diesel horsepower on the water in fact!

An already proven solution for both shaft and jet drives, all 8LV models are fully compatible with Yanmar's ZT370 sterndrive for vessels utilising a leg option.

Changing engine brands is rarely a plug-and-play exercise however and Chris had his work cut out for him in doing the repower in the most economical way possible.

"We wanted to keep the gearboxes that come with the Yanmars (1:1.67 ratio, slightly lower to the previous engine's 1:1.89 gearbox ratio), and we upgraded the shafts to high-tensile but kept the original prop's," he explained.

"Initial tests showed an almost perfect match between the Yanmar 8LV's and the existing prop setup," Chris said, "all we had to do was get the propellers altered by a few millimetres on the tips and load ratios were spot on."



Outstanding fuel savings and a whole lot more speed

Well known for exceptionally–built structure and deep V hulls, the Bertram 35 tips the scales at just under ten tonnes and delivers good seakeeping abilities.

Planing hulls that can handle a sea can be hungry for horsepower, but the Bertram shines under its new Yanmar power. Sea trials and the few hours on-water since installation are showing a better cruise speed of around 22 knots and brilliant fuel savings.

"The twenty knot cruise speed under the old petrol V8's would be using more than 110 litres per hour combined," Chris said. "So far the Yanmars are showing consumption of only 70 litres per hour combined, so I'm very happy with that."

Chris says he is still getting used to the Yanmar's new electronic controls at the helm, but impressed with their functionality.

"It's like having to completely relearn how to drive the boat in some ways – the electronic controls are very good though, very easy to operate."

The 8LV Yanmars also deliver better control of a vessel in some respects because of their wide rev range. These common rail engines deliver a rev range from 550rpm through to a maximum 3,800rpm, enabling easier manoeuvring and stunning top end performance.

The Bertram now delivers a WOT speed of nearly 30 knots that most older Bertram owners would be envious of.

Carrying around 1,300L of diesel onboard, Long John Silver's legs will be much longer under her fuel-efficient Yanmar repower.

"Another advantage is that the Yanmar engines talk directly to the new Raymarine electronics we installed so that all engine systems can be monitored on that system too," Chris said.

Yanmar's 8LV series are in fact as clever in their compatibility with other onboard systems, (including full NMEA connectivity), as they are with their own internal power delivery.

The 8LV Yanmar even sports a high capacity 180 amp alternator as standard – enough to keep all onboard electrical power needs catered for with ease.

The Yanmar 8LV can also cater for up to three electronic control stations and are also available with joystick control options for either twin shaft (JC20) or sterndrive (JC10).

POWER PROFILE	
VESSEL NAME	Long John Silver
APPLICATION	Pleasure Craft
CONSTRUCTION	Fibreglass
LENGTH	35ft / 10.6m
ENGINE MODEL	Twin Yanmar 8LV320
POWER RATING	320hp @ 3,800 RPM (each)

To find out more about the Yanmar 8LV, just scan the QR code

JOHN DEERE TAKES A TRIP TO BALI

South Sea Pearl producers Atlas Pearls faced an issue common to many commercial vessel operators last year. Either an expensive 10,000 hour rebuild on the existing engine aboard one of their largest live oyster transport vessels, or a complete repower.

A comparison of costs, operational factors and practical knowledge soon made the best option clear for Atlas Pearls Engineering Manager David Todd – a repower with the 500 horsepower variant of the John Deere 6135SFM85, expertly installed by renowned Power Equipment dealer Elite Force Marine.

"Our vessels work in relatively remote areas and we have a limited mechanical skillset available at many sites, so simplicity and reliability are key," says David.

"The simplicity of the John Deere engines and the ease of access for their servicing or repair really stood out for me," he explained. The 35m KM Sahabat is a traditional Indonesian-designed wooden vessel that has been in service for around 20 years.

"These vessels are not renowned for having heaps of engine room space however," said David, "so the smaller overall dimensions of the John Deere make for a more practical engine in a tight space."

The new John Deere 6135SFM85, available from 425hp to 750hp, is designed with rugged, heavy-duty components designed to withstand continuous use – much like the vessel it has been installed in.

Features like replaceable wet cylinder liners and a forged steel crankshaft extend the engine's lifespan, making maintenance more straightforward and cost-effective. This 13.5L dedicated marine propulsion diesel engine will happily deal with 3,000-5,000 hours of typical annual usage in the 500hp (@ 1,900rpm) M2 variant installed in the KM Sahabat.

The water-cooled exhaust manifold design makes for a cooler and quieter running engine for greater crew comfort.

The KM Sahabat's hull is constructed from the highly prized Indonesian hardwood called ironwood or 'Ulin wood', and has a dry weight of 180 tonnes, and when fully loaded with 25,000 pearl oysters, this increases to around 400 tonnes.
The John Deere still delivers a solid 8 to 8.5

Power Equipment's Jim Kibblewhite (left), David Todd from Atlas Pearls (centre) and Ashley Jackson from Elite Force Marine (right) onboard the KM Sahabat

knot cruising speed for the KM Sahabat and fuel consumption has been more than acceptable at just over 75 litres per hour for this tropical workhorse.

"The tough build of the John Deere is important in terms of fuel quality here in Indonesia too," David explained, "we use the John Deere "Keep Clean" fuel additive product because diesel quality over here can vary a lot."

The John Deere 6135SFM85 is finding its way into more Southeast Asian, Pacific, Australian and New Zealand commercial vessels than ever before. It is EPA Tier 3 compliant and offers ideal solutions for both displacement and higher-speed vessels of most designations.

The KM Sahabat's important job

"Sahabat" in Bahasa or Malaysian language dialects translates to "best friend" in English and is no doubt a friendly sight where she arrives with her special cargo and supplies across multiple oyster farming locations. Atlas Pearls operates across 8 farming locations throughout the South Seas. The company employs more than 1,200 people and harvests between 500,000 and 600,000 pearls each year.

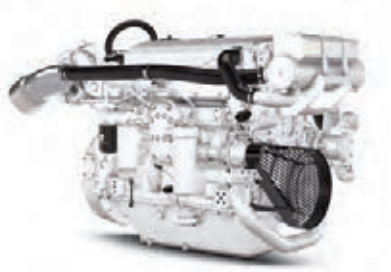
With a crew of 10, the KM Sahabat's primary job is moving up to 25,000 live oysters at a time to their various growing sites around northern Bali and the surrounding seas.

In total, Atlas Pearls runs a large fleet of around 150 vessels of various sizes and are one of the world's largest producers of the famous white and silver South Sea pearls.

The entire crew of the KM Sahabat

Discover the Atlas Pearls story and how they are leading the way in sustainable farming practices at atlaspearls.com.au

To find out more about Elite Force Marine and their services, visit eliteforcemarine.com.au



POWER PROFILE	
VESSEL NAME	KM Sahabat
APPLICATION	Commercial Vessel
CONSTRUCTION	Timber
DRY WEIGHT	180 tonnes
ENGINE MODEL	John Deere 6135SFM85
POWER RATING	500hp @ 1,900 RPM

Scan the QR code to find out more about the John Deere range.

THE SPIRIT OF ADVENTURE

Whilst the feats of record-holding world solo sailing circumnavigator **Jeanne Socrates** never cease to amaze, it is perhaps no surprise that this seasoned sailor has repowered her trusty Najad 380 with another Yanmar marine engine – the **Yanmar 4JH57**.

In a world where sailing solo around the globe remains one of the ultimate tests of endurance, skill, and willpower, Jeanne Socrates has carved her name into maritime history several times over. Defying not just the oceans but age expectations, Socrates became the oldest person to sail solo, nonstop and unassisted around the world in 2019 at the age of 77, aboard her steadfast 38-footer, Nereida.

Her journey wasn't a simple dash across calm seas. It was a grueling 339-day odyssey that tested every fibre of her being. Departing from Victoria, British Columbia in October 2018, she sailed south through the Pacific, rounded Cape Horn, crossed the Southern Ocean, passed the Cape of Good Hope, and returned through the stormy waters of the South Pacific. What made it more astonishing was that she undertook the challenge with no external aid and without setting foot on land - a true solo circumnavigation in the traditional sense. But this wasn't her first encounter with the high seas or even with global circumnavigation.

Socrates, a retired math teacher from the UK, had already completed her third solo circumnavigation in 2013—becoming the first woman to do so nonstop and unassisted from North America.

Socrates' achievements came not without hardship. Prior attempts had been foiled by storms, technical failures, and even a serious accident in 2017. Yet, she returned - undaunted and determined.

Her voyages are more than personal milestones. They're a stirring reminder that adventure and courage are not confined by age or convention. Like many sailors, Jeanne has counted on the reliability of Yanmar. Nereida successfully took Jeanne around the globe and to many corners of its oceans with a 4JH4AE Yanmar onboard, clocking an impressive 9,000-plus hours through their countless adventures.

After weighing up the options of a rebuild or new engine when she returned to Australian waters, Jeanne purchased a new 4JH57 Yanmar from Minards Diesel in Newcastle. The new 4JH57 sports a direct injection common rail fuel system that delivers more horsepower (57hp @ 3,000rpm), almost unbeatable fuel economy, a quieter engine and cleaner emissions.

The new Yanmar was installed on-water in Sydney Harbour by Yanmar specialist Phillip Lulic of Sydney Diesel Marine.

Jeanne Socrates and Nereida have become icons not just in nautical circles but also as symbols of perseverance. With each circumnavigation, Socrates charts more than geographic distance - she maps out the vast, unyielding terrain of human spirit.

For those who believe their time for adventure has passed, Jeanne's logbook offers a stirring rebuttal: it's never too late to chase the horizon. With a new Yanmar in Nereida's engine room, the chase can continue for many years to come!

Power Refined: The Yanmar 4JH57
In the world of marine propulsion, where reliability, fuel efficiency, and clean operation are critical, Yanmar's 4JH57 stands out for its precision and a deep understanding of sailors' needs.

The 4JH57 represents a leap forward in compact marine power, blending innovation with the trusted durability Yanmar has cultivated over decades.
At its core, the 4JH57 is a 2.2L four-cylinder, common-rail direct-injection diesel engine that produces 57 horsepower @ 3000rpm.

The switch to common-rail technology from older mechanical injection systems is one of its most notable upgrades. This allows for more precise fuel delivery, which results in lower emissions, quieter operation, and improved fuel economy - key benefits whether you're cruising long distances or manoeuvring in tight harbours.

The 4JH57 is also compliant with stringent emissions standards including EPA Tier 3 and EU RCD II, meaning skippers can cruise confidently in environmentally sensitive areas. As with all Yanmars, maintenance remains straightforward.

Yanmar's signature low vibration and noise design further enhances onboard comfort, especially for sailboats and displacement cruisers where the engine hum can be ever-present.

In a market flooded with options, the Yanmar 4JH57 punches above its weight, offering a smart blend of advanced technology, ecological responsibility, and legendary reliability. For those looking to repower or equip a new vessel, (and particularly those of the sailing fraternity), it's the choice that has guaranteed smooth sailing for thousands of skippers worldwide.

Learn more about the solo navigation adventures of Jeanne Socrates and SV Nereida on her blogging website www.svnereida.com.

And stay tuned for a book Jeanne is in the process of writing about her life, adventures and travel. It should make for an incredible and exciting story.

POWER PROFILE	
VESSEL NAME	SV Nereida
APPLICATION	Sailing Yacht
LENGTH	38ft / 11.58m
ENGINE MODEL	Yanmar 4JH57
POWER RATING	57hp @ 3,000RPM

To find out more about the Yanmar 4JH57 scan the QR code

ePropulsion Powers a New Era of Sustainable Cruising with Noosa Ferry & Cruise Co

The sparkling waters of Noosa River have long been a backdrop for serenity and scenic exploration. Now, those same waters are hosting a maritime innovation, Noosa Ferry & Cruise Co's newest vessel, the hybrid-electric HV Stillwater. At the forefront of this evolution is ePropulsion, whose advanced electric outboard and battery systems are helping set a new standard in sustainable and accessible marine tourism.

A Modern Catamaran with a Mission

Launched in May 2025 and purpose-built for the unique conditions of the Noosa River, the Stillwater is a locally designed and constructed catamaran, built by Noosa Marine and designed by naval architect Roger Hill. The vessel seats 52 passengers and accommodates up to 14 wheelchairs, making it the most universally accessible ferry operating in Noosa.

Its lightweight DuFLEX composite construction enhances fuel efficiency and performance—but it's what lies in the engine well that defines Stillwater's bold step into the future.

Hybrid Propulsion, Electric Heart

The Stillwater is powered by a hybrid propulsion system: two low-emission Suzuki petrol outboards are complemented by a centrally mounted 40kW ePropulsion X40 electric outboard, which offers clean, silent, and emission-free operation when needed—ideal for quiet zones and eco-cruising on the river.

At the core of the X40's performance are four units of ePropulsion's cutting-edge G102 battery system. Each G102 is a high-capacity intelligent lithium iron phosphate battery with exceptional energy density, fast charging capability, and long service life. Collectively, they give the Stillwater ample range and endurance to operate effectively on electric power alone during scheduled cruises.

The X40: Electric Excellence on Display

The ePropulsion X40 is a next-generation electric outboard designed specifically for commercial use. With 88.2% powertrain efficiency, electric steering, power trim/tilt, and smart throttle controls, it delivers not just clean energy—but a refined,

intelligent boating experience. For operators like Noosa Ferry Co, the X40 offers low maintenance, zero emissions, and quiet operation, making it a perfect match for eco-conscious, passenger-centric operations.

Accessibility Meets Sustainability

The Stillwater isn't just green—it's inclusive. The vessel features a single-level cabin deck with wide access points, unobstructed river views, and safety features designed to accommodate guests of all mobility levels. The thoughtful integration of clean technology and inclusive design makes the Stillwater a vessel that truly reflects Noosa's progressive environmental and social values.

POWER PROFILE	
VESSEL NAME	HV Stillwater
APPLICATION	Passenger Vessel / Ferry
VESSEL TYPE	Cruising Catamaran
NO. PAX	52
ENGINE MODEL	ePropulsion X40
POWER RATING	40kW

A Template for the Future of River Transport

The deployment of the ePropulsion X40 and G102 battery system aboard the Stillwater signals a maturing shift in the marine industry—where electric propulsion is no longer experimental, but a trusted solution for commercial passenger vessels.

As more operators seek to reduce noise, emissions, and operational costs, the Stillwater stands as a high-profile example of how forward-thinking technology and local craftsmanship can deliver real change.

Learn More about the Stillwater and Noosa Ferries at www.noosaferry.com

Explore the ePropulsion range including the X Series at e-propulsion.com.au or just scan the QR code:

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TAFE Gippsland, a proud regional training provider with campuses stretching from Warragul to Lakes Entrance, has been delivering hands-on, high-quality vocational training to local communities for over 95 years. From pre-apprenticeships and short courses to advanced diplomas, TAFE Gippsland supports learners at every stage of life — helping them gain the skills, confidence, and experience to succeed in the modern workplace.

As part of its commitment to a more sustainable future, TAFE Gippsland is partnering with Bridgeford Group to deliver a multi-site Energy Performance Contract (EPC) — embedding sustainability directly into its operations, infrastructure, and educational offering.

TAFE Gippsland has already taken an important step towards a more sustainable future in preparation for the EPC by completing detailed energy audits and rolling out advanced submetering and monitoring solutions across its campuses, with the support of Bridgeford Group.

By installing submetering at key switchboards, TAFE Gippsland staff now have the ability to track energy consumption in near real time. This visibility makes it possible to identify which systems consume the most energy throughout the day—insights that can be used to both cut costs and reduce environmental impact.

For example, staff can shift certain energy-intensive activities to off-peak periods or work to lower overall peak demand, unlocking significant savings.

Alongside the audits and submetering, Bridgeford Group is delivering a monitoring and analytics platform that provides easy-to-read dashboards, highlighting performance trends and flagging anomalies early. This empowers staff to act quickly, prevent waste, and ensure facilities operate at their best.

For TAFE Gippsland, these upgrades provide the data and insights needed to make informed decisions about energy efficiency and sustainability. And for Bridgeford Group, the project is another example of how technology can help organisations take control of their energy use, reduce costs, and build a smarter, more sustainable future.

This collaboration reflects TAFE Gippsland's leadership in not only preparing students for the workforce but equipping them to meet the climate and sustainability challenges of tomorrow — strengthening its role as a trusted partner in Gippsland's future prosperity.

Learn more about Bridgeford Group and their tailored sustainability solutions at bridgefordgroup.com.au

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