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Yanmar Brings Chris-Craft Back To Life



George Mansell is the owner of Yanmar dealership Onshore Marine, based at the Meridian Horizon Shores Marina in Woongoolba, approximately half way between the Gold Coast and Brisbane.

George located a 1961 36' Chris-Craft Constellation in New York USA and purchased it through eBay. The vessel was owned for over 40 years by an elderly doctor from New York and, as a result of his age, the vessel saw very little maintenance over the years. After being 'iced in' at the marina in New York for 3 months during one of North Americas

worst winters, the Chris-Craft was put on to a custom-built cradle for safe shipping back to Australia via South Africa.

George and his team embarked on the long restoration process when the boat arrived in August 2005. The timber work was undertaken by George's friend Moz- affectionately nicknamed 'The Tree Cutter'. A highly respected and qualified shipwright, Moz replaced approximately 6 to 8 planks per side and some other internal timbers. Most of the timber was in exceptionally good condition so only minor repairs, sanding/varnish and repainting was needed.

The original engines were an extremely inefficient pair of V8 Chris Craft petrol engines that were not in good running order. After a decision was made to re-power, George sat down with the team at Power Equipment to work out the new performance requirements of the 6.5 tonne Chris Craft hull.

George settled on a pair of Yanmar 4JH3-DTE 125hp diesels and following minor adjustments to the original engine beds, the new engines were installed and coupled to new prop shafts. The original bronze props were repitched, original bronze rudders and seawater strainers were retained plus new hydraulic steering was installed.

A host of other components were also added such as two 200 litre fuel tanks, a 200 litre water tank, a hot water service, battery charger, inverter, shore power complete new wiring, plumbing, toilet and holding tank.

Nearly three years later and after a considerable amount of expense and time had been spent, sea trials commenced on 14th March 2008. As planned, the trial results were to within 1 knot of expectations with the Yanmar powered Chris-Craft delivering a cruise speed of 17knots @ 2800rpm to give George almost 1400km of cruising range. Maximum speed obtained was 22 knots.

After clocking up 33.9 hrs and consuming 201.6 litres of diesel, the twin 4JH3 DTE diesels returned a combined overall fuel burn of 5.92 litres per hour. Having proved to be a remarkably economical, quiet and smooth family cruising boat, 'Peachy' is going to see a lot of use in the future.



Yanmar 125hp 4JH3 - DTE

Yanmar Power Pack Boost for Drake Trailers

Drake Trailer is one of Australia's leading designers and manufacturers of low loader trailers whose core objectives have always been quality, innovation and customer Support. With objectives like these, there is little doubt why Yanmar diesels were chosen to power the hydraulics onboard their popular 'steerable platform' style trailers.

Drake Trailers rely heavily on suppliers to provide the best equipment possible for any given project. With the unprecedented expansion in both Mining & Infrastructure projects throughout Australia, Drake Trailers have seen a five fold increase in the demand for "Steerable Platform" style trailers.

This particular type of trailer utilises a Yanmar Powered Hydraulic Power Pack to provide the hydraulic power necessary to undertake a range of trailer duties. The Yanmar 3TNV70 diesel engine was selected to drive a hydraulic pump that operates the hydraulic actuators on the trailer, allowing for quick and easy manoeuvrability.

These 'steerable trailers' are able to be widened hydraulically to fit under a load. They can be lowered hydraulically, jacked up hydraulically and even tilted to one side. As well as being fully steerable once released from the Prime Mover, all this can be done with a Yanmar Powered Hydraulic Power Pack that has enough power to drive and steer all 56 wheels.

Trailers built by Drake are used to haul massive loads across Australia and throughout the world. The future looks bright for Drake who are currently developing several new models across their range of trailers to meet the demands of customers who need to carry larger and heavier equipment, with reduced maintenance requirements.

The Yanmar brand of diesel engines was chosen to meet the expectations of this innovative trailer construction company. Together with Power Equipment Pty. Ltd., the Australian importer and distributor of Yanmar diesels, this relationship with Drake Trailers continues to grow.

For information regarding Drake Trailers, please contact Greg Allison on 07 32715888.





Yanmar Repowers Paspaley Pearls Mother Ship

Paspaley Pearls is a name synonymous with quality. When it came time to re-power one of their giant 36 meter mother ships named Montoro K, the choice was a simple one with a pair of 6AYM-ETE marine diesel engines chosen for the task.

Paspaley Pearls is a pioneer of Australia's pearl industry and enjoys a rich relationship with the Japanese pearl market. Already sharing close ties with Yanmar Japan, Paspaley Pearls chose Yanmar to re-power Montoro K which is used as both a harvest vessel and to house crew during offshore expeditions.

These vessels are often out at sea for months at a time on remote farm locations miles from any land. On top of providing comfortable accommodation for the crew, the ships need to be capable of withstanding all kinds of sea and weather conditions from scorching heat to the region's infamous tropical cyclones. In these operating conditions reliability is essential.

Both sharing a commitment to quality without compromise, Paspaley Pearls and Power Equipment came to the decision to put a pair of 6AYM-ETE into Montoro K supported by 2 YANMAR YXH240L factory fitted gearboxes with 6.0:1 ratios. As expected, the sea trials were impressive.

The twin 6AYM- ETE marine diesel engines powered the ship effortlessly to a top speed of 13.4 knots @ 1879 rpm. The new 6AY engines crushed the vessel's previous top speed record of 9 knots.

Compared to the previous twin CAT 3408 diesel setup, the new Yanmar 6AY engines are proving to be substantially quieter with no vibration, cool running performance and, most off of all, MONTORO K is proving to be very responsive with "tonnes of torque".

The ships' cruising numbers are equally impressive achieving 9.6 knots @1200rpm, 10.9 knots @ 1400rpm, 11.6 knots @1600, 12.4 knots @1800 rpm and the top speed of 13.4 knots @1879. All this with the 6AY-ETE rated at 555kW/ 755HP @1840RPM.

Power Equipment also got the 'thumbs up' from the vessels' previous skipper, now a fleet manager with Paspaley, who came on board to test the boat for a comparison. He left the vessel saying every skipper in the fleet will want to take ownership of the 'new vessel'.



One of two Yanmar 6AY engines installed





New Yanmar L-N Series Gets Green Tick

One of the hardest working small diesel engines in Australia has received a green makeover with Yanmar unveiling the powerful and more environmentally friendly L-N Series air-cooled diesel engine.

Featuring direct injection, a new compact design and impressive fuel economy, the new L-N Series is the ideal solution for portable, lightweight, and dependable diesel power.

The new L-N Series engine from Yanmar supersedes the Yanmar LA series, the biggest selling diesel engine in Australia. Inspired by tougher new EPA requirements in the US, the L-N Series engine is certain to be sought after in greater numbers than ever before.

The key to the L-N Series performance lies within Yanmar's proprietary direct injection technology that prefers to sip on fuel, rather than gulp. By creating a miniaturised fuel injection system, the L-N Series utilises every drop of diesel for maximum combustion without sacrificing power and performance.

The improvements extend beyond the realms of fuel efficiency with precision balancers utilised inside the engine to greatly reduce vibration and noise levels and ensuring operator comfort for long periods of operation. Installation has also been improved with a more compact profile to allow the L-N Series engines to fit into the tightest applications.

Yanmar has also bridged the gap between diesel and petrol engines by greatly improving the L-N starting performance. Thanks to the standard recoil starter and special auto-return decompressor, one pull on the toggle and the new L-N powerplant kicks to life. For even greater starting power, an electric starter is also available on all models.

Lightweight alloys used in the engine parts and an extra tough crankshaft bring a level of durability more akin to larger diesel engines. The more simplified design brings a more compact and lightweight profile aimed to deliver long hours of reliable service amid the toughest of Australian conditions.

The LN Series consists of three 4-stroke engine models delivering between 3.5kW and 7.4kW of power. Each engine has a single cylinder with the L48N, L70N and L100N displacing .219, .320, and .435 litres respectively. A flywheel fan forces air through the cooling system while forced lubrication is handled by a Trochoid pump.

Compact, fuel efficient, lightweight and environmentally friendly, the new L-N Series from Yanmar is an ideal solution for portable and reliable diesel engine power.



Wooden Boat Legend Gets a New Yanmar

Highly regarded wooden boat craftsmen Tim Phillips of the Wooden Boat Shop in Sorrento is all smiles after recently fitting a new 110mhp Yanmar 4JH4-HTE engine into his classically restored Tasmanian couta boat 'Storm Bay'.

The impressive Tasmanian couta boat icon took pride of place at the recent Geelong Wooden Boat Festival and serves as testament to a classic era of Australian maritime history.

The restoration project of the 54 foot 1925 gaff-rigged vessel was a labour of love that took Tim 10 years to complete and has attracted interest both locally in Victoria and from the boat's original birthplace in Tasmania.

Tim was the first Australian Boat builder in Australia to install the new generation 4JH4-HTE which is now proving more than equal to the task of powering his 27 tonne vessel.

"I've already done 170 hrs on my new Yanmar 4JH4-HTE and it's a little beauty," said Tim Phillips.



Storm Bay

"We took a trip out to Lady Baron Island in Bass Strait and spent around 5-6 hours of trolling for a fuel burn of only 3.66 litres per hour. For a 110hp diesel engine to be powering 27 tonnes of boat at only 3.66 litres per hour, it's pretty remarkable. It's also super quiet."

The 4JH4-HTE delivers the maximum 110hp at only 3200rpm which accounts for the ultra low noise, low vibration and smooth performance characteristics of this versatile marine diesel engine.

"Our business recently took part in the Wooden Boat Festival of Geelong," said Tim, who is an authorised Yanmar marine retailer through the famous Wooden Boat Shop in Sorrento.

"Storm Bay participated in the 'sail-past' and we were very encouraged with the feedback from those that took a closer look. We love to get involved with the wooden boat scene and believe the Yanmar engines are a perfect fit for these kinds of boats."

Designed by Alf Blore and built in 1925 by Percy Covedale at Battery Point in Tasmania, Storm Bay has a rich maritime heritage that began in the hands of the Bridge family. Blue Gum timber has been used on the framing with Huon Pine planks on the hull and deck- some planks spanning a full 52 feet in length. Storm Bay is listed on the Australian Historic Register of Wooden Boats.

Housing a 650 litre fuel tank onboard, it is unlikely that Tim Phillips will ever have major concerns about where he will next fill up on his next sailing adventure.

"My two great passions are fishing and sailing and I have been involved with wooden boats since 1974 when I bought my first couta boat," said Tim.

"I use Storm Bay for fishing and holiday cruising with my family mainly around the islands of Bass Strait. We're even planning a trip to New Zealand next year. I feel humbled to own a boat of such significance and understand why she is regarded as such a historic treasure."

Further information on Storm Bay's history and restoration can be found on the Wooden Boat Shop website at www.woodenboatshop.com.au





Frugal Boating With a Yanmar Powered Classic

The Classic 5 is based on a tried and proven semi-displacement hull from years gone by. The stable fibreglass hull gives a dry ride due to a 2nd chine which deflects the water away from the occupants.

It has seating for six people with good storage under the seats. With power coming from a 14mhp Yanmar 2YM15 engine, it certainly is a light and easy to handle compact package.

With the price of diesel fuel today so high, you don't need much in the tank to enjoy a days cruising and/or fishing. At a comfortable cruise speed of 6.4knots, the engine is burning less than 1 litre per hour, which makes for very economical boating indeed.

The 2YM15 engine is mounted almost in the centre of the boat leaving ample room to walk around and fish or simply to sit back and relax with the engine hatch becoming a table top.

This compact and affordable package is soon to go into production later this year and with much interest from hire boat fleets, there are sure to be many around the waterways.



Twin Yanmars Help Secure Queensland Fisheries

Queensland Fisheries now have a new secret weapon against fishing related crimes in North Queensland with the launch of a new Yanmar powered Brava 45 Classico Power Cat called "Peter Finglas".

Custom built by Brava Marine at Hemmant in Brisbane, the 'Peter Finglas' was designed to meet the specific needs of coastal patrol work amid North Queensland's rugged reefs and temperamental coastal waters.

The vessel was named the 'Peter Finglas' in honour of the late Peter Fingle, a highly respected former patrol officer and Department of Primary Industries and Fisheries General Manager.

'Peter Finglas' will operate throughout a range of coastal waters on the East Coast Trawl and Reef Line Fisheries and Great Barrier Reef Marine Park Authority zoned areas. Assisting the crew onboard is a suite of high technology radar and navigational equipment that

allows patrol officers to more effectively investigate potential fishery offences.

Powering the vessel are two 315mhp Yanmar 6LPA-STP2 high performance marine diesel engines coupled to ZF marine gearboxes. Renowned for their high torque and fuel efficient performance, the 6LP Series is a well proven 4.2 litre 6 cylinder engine that is ideally suited to extended cruising applications.

The smooth Yanmar 6LP diesels provide the 'Peter Finglas' with a very economical 18 knot cruising speed and a fuel burn of only 3 litres per nautical mile. Fitted with dual Yanmar 350mhp 6LPA-STP2, it has an impressive 600 nautical mile cruising range. Full throttle top speed is 25 knots.

Along with twin 2200 litres of fuel onboard, 'Peter Finglas' has the capacity to carry 300 litres of water backed by an 80L/hr De-salinator plant. A separate

fuel tank also carries 260 litres of outboard fuel for the 5 metre Rigid Inflatable (RIB) that is housed on the back deck area for easy launch and retrieval. A comprehensive range of communication equipment is also onboard including HF, VHF, and UHF radios, satellite phone, fax and email capabilities.

Peter Fingle specifications.

Overall length: 13.7M

Beam: 5.6M.

Draft: 1.1M.

Displacement (Loaded): 12.6 Tonnes.

For information on the Brava Marine Power Catamaran models contact them direct on www.bravamarine.com

email: sales@bravamarine.com

phone: +61 7 32950177





Yanmar Delivers Water Security for Yarram Park

Yarram Park is a leading producer of Hereford cattle at Willaura Western Victoria. Owned by the Ballieu family since 1948, the property has been developed into a showcase for high quality cattle exported around the world.

In 2006, amid Victoria's worsening drought, Yarram Park approached Yanmar Dealer Finchett Plumbing in Hamilton to help drought proof the property and deliver a reliable water supply to their prized Hereford herd. Fortunately good bore water was available but required submersible pumps to get it to the surface.

Mains power was not a viable option for powering the submersible pumps so Finchett Plumbing supplied and installed four Yanmar Submersible Pump Generators. Yarram Park is now able to survive the current lack of rainfall.

Kevin Scott from Finchett Plumbing is very pleased with the performance of the Yanmar generators used in this project as they all perform reliably, and use a minimum of fuel. As Power Equipment dealers for many years, Finchett Plumbing have access to a full range of Yanmar industrial engines and generators plus the service and parts back-up support from Power Equipment.



The biggest of the submersible pump generators is powered by a Yanmar 4TNE88 producing 21hp continuously at 1,500rpm. The other three submersible pump generators all use the proven Yanmar TF series engines running at 1,500 rpm. The 1kW and 1.5kW generator sets in use are very robust and reliable.

Precious water is pumped by the submersible pumps through an 80mm pipe approximately six kilometres across the property to a huge storage tank before distribution throughout this highly regarded cattle property.

For more information on this project contact Kevin Scott at Finchett Plumbing who are located in 135 French St Hamilton Victoria 3300



Yanmar Appoints Gun Kiwi To Head WA Sales



Power Equipment has appointed Brian Macken to the position of Marine Sales Engineer to oversee future growth of the range of products in Western Australia and the Northern Territory.

Prior to accepting his new position, Brian had been the Divisional Manager for Yanmar's New Zealand distributor which made his move across the 'ditch' a more familiar transition than expected.

"Over the last 8 years I have come to know the Power Equipment team very well," explained Brian.

"When I learned that there was an opportunity to work with them in Australia, I got in touch with Noel Heritage. After meeting with the team, I knew that my new role in Western Australia was the ideal challenge that I needed."

Brian has an extensive background in the marine industry spanning over thirty years. Prior to working with Yanmar in New Zealand, Brian had worked with Mercury and MerCruiser. He has also spent countless hours on his own personal leisure craft. Brian's intimate knowledge of the Yanmar brand makes him the ideal candidate to continue Power Equipment's strong relationship with Australian OEM boat builders and commercial enterprises.

"There is an enormous amount of potential for our brands within the local commercial and leisure industries," said Brian.

"During my first week in the office, the first 20 phone calls I received were of a commercial marine nature. We have just finished a large repower project fitting twin 700hp Yanmar 6HY marine diesels into a 60 foot supply boat for the gas and oil fields industry. I expect to see further growth with commercial interests in crayfish and pearling up north."

The Power Equipment office in Western Australia is located in the heart of a marina in Fremantle where luxury cruisers are berthed outside Brian's office window. While a calm marine environment may be a peaceful backdrop to do business, travelling will make up a fair part of Brian's itinerary.

"The hardest aspect of my job so far is dealing with the sheer size of Australia," said Brian.

"I recently took a trip up to Geraldton to meet a client and thought it would be a short drive up the road. After four hours in the car I realised just how big Australia really is and how much different the travelling is compared to living in New Zealand - but it's so nice to have good weather."

When Brian is not thinking about boats, he can be found at the local golf course working on his handicap. When his wife joins him in Fremantle after packing up their home in New Zealand, she expects that golf will take a back seat to exploring their new home state.

More Engine Control With New Shutdown Kits



EC 90

With the introduction of Yanmar's new TNV range of multi-cylinder engines now complete, Power Equipment has decided to upgrade their trusty engine protection and control systems.

This new range of solid state engine protection modules is built to Power Equipment's stringent quality standards and is available in two models - the EC90 and EC150.

The EC90 is ideal for applications where simple engine protection is required. For more advanced protection, the top of the range EC150 module incorporates all the features of the EC90 plus a digital tachometer, countdown timer, hour meter and the ability to connect a pump pressure transponder to set high and low pump pressure cut-outs to protect the pump.

Both units also feature 'last out' warnings which tell the operator how the engine stopped after its last run program.

Along with the two engine protection modules, Power Equipment has also released a new solid state ACP200 auto start controller. The new ACP 200 features a built in tachometer, built in pump pressure stop and built in 24volt input stop for when the unit is connected to an irrigation controller. The biggest feature of this new ACP200 is the price, substantially lower than its predecessor due to its solid state construction.

These units are available now and are listed on the recently released new May 2008 Power Products Price List.

For more information contact your local Power Products sales person.



EC 150

New Yanmar BY Engines Unleash a Whole New Animal



When Joe Spiteri went looking for a new boat to replace his trusty 26 foot Caribbean, he never anticipated that all his homework would lead him to a sophisticated engine re-power with Yanmar.

Now sporting twin Yanmar 4BY 180Z marine diesel engines with Bravo 3X drives and full electronic controls, the 1991 Caribbean Flybridge has now completely transformed the way Joe enjoys his boating time.

"Since installing the new Yanmar BY engines, my Caribbean is a whole new animal," explained Joe.

"I originally wanted to purchase a new boat with Yanmar engines, but the boat manufacturer wouldn't sell me just a hull. I was still happy with the boat I had so I started making enquiries about a re-power. My original 170hp V6 MerCruiser engines were still in good condition, so I sold them and upgraded to new Yanmar diesels."

Joe opted for the new BY Series and chose Yanmar's twin 4BY 180Z engines for installation into his trusty Caribbean hull. Installed by Belco Engineering in Geelong, the new 180hp engines came mounted with Bravo 3X drives with full electronic control and twin station control units for his flybridge. The difference in performance and fuel savings has left Joe a very satisfied boater.

"My old MerCruisers used around 310-320 litres of fuel over 10 hrs of offshore fishing and trolling," said Joe.

"With my new Yanmar diesels I can do the same trip with a fuel burn of 120 litres. That's a saving of nearly two thirds."

Joe's favourite boating pastime is chasing Tuna offshore from Portland in South West Victoria. Not one to ignore his better half, Joe also likes to take his wife cruising up to the casino in Melbourne and often heads north to fish the shelf out from Bermagui. It's Joe's meticulous fuel data records that continue to affirm his decision to choose Yanmar's new BY Series.

"So far I have done 53 hours on my Yanmar diesels with my most recent trip recording a fuel burn of 220 litres over two days fishing at Portland," explained Joe.

"On that same trip we had a 22' plate boat with us that was powered by a single 200hp 4-stroke outboard. At the end of our trip together, the plate boat had used over 300 litres compared to my twin Yanmar diesels that burned 220 litres."

The BY Series offers a modern suite of diesel technologies on both 4 and 6 cylinder platforms. The 4BY 180Z delivers 180mhp from the 2.0 litre 4 cylinder turbocharged and intercooled engine that features common rail direct injection for smooth operation, clean and consistent power and remarkable fuel efficiency.

Power output has only increased by 10mhp over his old MerCruisers but Joe has noticed an incredible difference in torque and the performance results onboard his 26' Caribbean have also been positive.

"On my old MerCruiser petrol engines I could reach 28 knots onboard my boat," said Joe. "With my new Yanmar's I can push my 3.6 tonne boat up to 40 knots. My fishing has just become so much more enjoyable because I can fill up my 520 litre tank and can go out 2 - 4 times before I have to worry about filling up."

The team at Yanmar have paid close attention to Joe's repower given that his story is becoming commonplace with many current boat owners choosing a re-power rather than a complete new rig. Joe expected good service but was surprised with the extra support he has had since fitting the new BY diesels.

"On one of my first fishing trips, I wasn't quite happy with the prop setup so Steve Parsons from Yanmar drove all the way down to Portland to fit a new propeller," said Joe. "Peter Bell from Belco Engineering was very patient and did an excellent fit out on my new engines too. So far I have not had a drama."





Yanmar Sponsors BIA Victoria's Graduate Welcome

Power Equipment has thrown its support behind the marine industry's most recently skilled graduates by sponsoring the "Welcome to the Boating Industry" function for 2008.

This is the second year BIA Victoria (Boating Industry Association of Victoria) has joined forces with Victoria's three main marine educational institutions to welcome new graduates, with Power Equipment proud to be principle sponsors of this popular event.

Leading boat builder Neville Whittle, of the Whittle Marine Group, officially welcomed and presented certificates to the boat building and marine engineering graduates from Victoria University's Boat Building Department, Kangan Batman TAFE and Chisholm TAFE.

BIA President Gordon Howlett thanked Power Equipment for its support. "The sponsorship ensures we can give our new graduates a fitting welcome," he said. "We are very pleased to invite graduates and their employers to celebrate this important event. These skilled new boat builders, mechanics and technicians are crucial to our industry's long-term success."

The welcome ceremony took place early in May at the BIA Victoria Marine House headquarters and was attended by Michael Blair (P.E. National Marine Sales manager) and Jim Kibblewhite (P.E. National Engineering Manger).

Michael stated in his welcome address that this was a great initiative by the Boating Industry Association of

Victoria and, as Australia's leading supplier of Marine Diesel Engines in Australia for the pleasure craft market, Power Equipment were proud to be associated with the event and look forward to continuing the association with the BIA in future years.

Michael and Jim were pleased to see some of Power Equipment's existing boat builder clients and Yanmar service dealers represented at the event by their boatbuilding and marine mechanic graduates, staff and owners. The commitment to apprentice training by affiliated Victorian based dealers and boat builders certainly is very encouraging and one that will help guarantee an exciting future for the marine industry in Victoria.

Big Lift for Gateway Hydraulics

Gateway Hydraulics at Murrarie in Brisbane were asked to design and manufacture a winch capable of changing conveyor belting on a coal conveyor for a mine in West Australia. The winch had to be capable of pulling the old belting off and assist in replacing the new belting in quick time, along with being ultra reliable.

Bob McCallum contacted Power Equipment in Queensland and it was decided that the Yanmar 4TNV98T was the right engine for this application. This engine delivers 75hp continuously @ 2500rpm and is protected with automatic shut down on low oil pressure, high water temperature, loss of coolant and fan belt breakage.

The completed winch has a 4.5 tonne bare drum weight and has a 6 tonne full drum line pull. The drum is loaded with one kilometre of 16 mm wire and it can retrieve this at 55 metres per minute. A Dog Clutch allows free wheeling and an independent Band Brake add to the safety features of this winch.

The whole unit can be manoeuvred into position with a utility vehicle and a simple control panel with Joy Stick operation allows the operator to complete the job with a minimum of fuss.

Gateway Hydraulics have used Yanmar engines for a number of years now and are very happy with their performance and acceptability in the market.

Servicing and spare parts are a major consideration because of the remoteness of most mines.

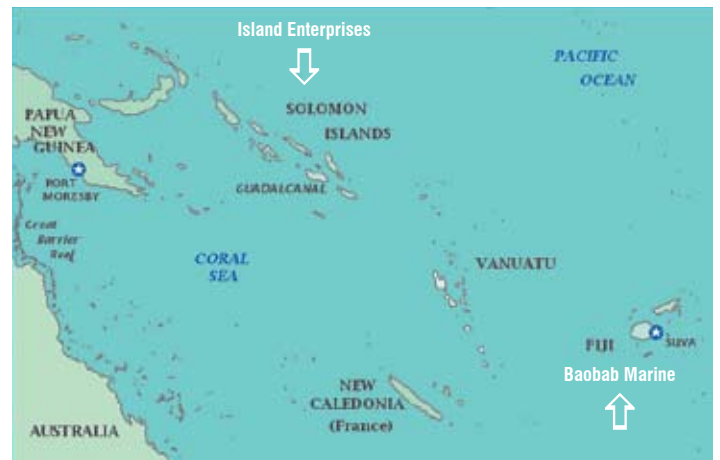
Since the winch was put into service early this year, Gateway Hydraulics has received positive feedback from the mine on the performance of the winch plus several enquiries on new winch projects.

Bob McCallum started Gateway Hydraulics in 1991 and has specialised in making all types of Hydraulic Winches, particularly Fibre Optic and High Voltage cable winches.

For more information on these winches please contact Bob McCallum on 07 3890 7777



Yanmar Makes A Splash In The South Pacific



Yacht repair and marine service specialists Baobab Marine from the Fiji Islands has been appointed an exclusive authorised agent for the Yanmar brand of marine diesel engines.

Situated at Vuda Point, only 15 minutes from the Nadi International Airport and a stones throw from the picturesque Vuda Marina, Baobab Marine has grown significantly since opening it's doors in 2006. They offer a professional standard of service for both local and international vessels.

Baobab Marine began on a small scale with business partners Brian Smith and Willie Amoe specialising in marine paint service and yacht repairs for the busy touring yacht industry. As word spread of their quality work, local boat owners began to make enquiries with business gathering quick pace from then onwards. It was good timing that bought the Yanmar brand onboard.

"We were looking to boost our spare parts service and supply when Noel Heritage from Power Equipment approached us," said Baobab Marine Co-Director Brian Smith.

"We started Baobab Marine because Fiji lacked a professional marine workshop service and have since grown from strength to strength. By having Yanmar as our sole engine brand, we are now the only genuine engine agent in Fiji which gives our customers confidence knowing their new products will be installed and serviced on home soil."

According to Brian, securing quality spare parts had been a major problem for local boat owners prior to Baobab Marine opening it's doors. The agent prior offered a big range of brands however there had been some instances where local boat owners needing a repower had to have the new engines installed in Australia. With Yanmar onboard, business has never looked brighter.

"We now have more people asking us for spare parts as the previous dealer had trouble sourcing specific items- especially for Yanmar diesel owners," said Brian.

"Since taking onboard Yanmar, we have sold a range of their products including MASE generators plus we have an order on the way for two large commercial Yanmar diesel engines for a local aluminium vessel. We are also building new premises down the road that is four times the size of our current workshop and which will focus solely on marine service work."

Brian Smith began his career as a diesel mechanic for a heavy transport company in South Africa. After selling up his business interests in 1989, Brian and his partner embarked on a new chapter with a newly customised yacht to explore the world's oceans.

In between exploring the Indian and Atlantic seas by sail, Brian kept his hand in yacht brokerage before eventually finding himself in Fiji where he saw an opportunity to invest his skills and experience into a new business with current co-director Willie Amoe. The result is a burgeoning Baobab Marine.

"We have 26 staff on hand that have been specially trained in a range of skill areas including joinery, fibreglass and engine servicing," said Brian.

"With our new premises expected to be opening in mid June, we can only see Baobab growing in size as our local market continues to gain confidence in the range of professional services we provide. It's only early days yet with Yanmar, our association with the team from Power Equipment has been very good."

Baobab Marine

tel: +679 664 0827 email: marine@baobabindustries.com.fj

To compliment Baobab Marine in Fiji, Island Enterprises Limited (IEL) has been appointed as a authorised Dealer in the Solomon Islands. Island Enterprises Limited, are located in the capital of Honiara and further help to strengthen Power Equipment's dominance in promoting and distributing Yanmar marine products in the pacific ring. Island Enterprises Limited are a broad based engineering and hardware based business with a good reputation throughout the Solomons and will be a valuable asset.

Island Enterprise Ltd

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Classic Bertram Finds Fountain of Youth with Yanmar



Ageless – this classic Bertram 25 now has all the get up and go, plus the handling to match any comparable contemporary craft thanks to a comprehensive conversion to Yanmar diesel with all the trimmings...

Having sought advice and opinions in the quest for his ideal boat, a local fishing enthusiast found this classic 80's build Bertram 25, but was not impressed with the concept of twin petrol engines. This ultimately led him to Blue Sky Marine.

The Bertram was in excellent condition for its age, however the idea of the engine box being crammed with all manner of wiring caused some concern. The owner looked into a diesel option and was impressed with Yanmar's long and impeccable record, particularly in the commercial fishing industry. Peter Bolton at Blue Sky Marine was soon consulted.

In order to give his boat the range, reliability and safety levels he needed to pursue his fishing ambitions, the owner took advice and agreed to have the twin 180hp petrol MerCruisers replaced by a single 240hp Yanmar 4LHA-STP. The new 4 cylinder, direct injection, turbocharged and intercooled engine would drive through a Mercury Bravo 2X sterndrive, spinning a three blade, 17.75:25 aluminium propeller.

Late last year, the Bertram was hauled out and mounted on a jinker in the Blue Sky boat yard. The twin MerCruiser engines complete with sterndrives were removed before both transom shield openings were glassed over.

Both engine beds were cut out, a new one formed, then fixed in position for the new Yanmar 4LHA diesel.

When the Blue Sky Marine team cut a new opening in the transom for the Bravo 2X sterndrive, the owner was so impressed by the thickness of the section, around 50mm, that he kept it "to show to his mates".

It so happens that the Bravo 2X leg came complete with a power steering pump and piston system, which prompted the owner to have the old cable steering replaced with a Sea Star hydraulically actuated unit.

Both 160 litre fuel tanks were drained, flushed thoroughly and cleaned, then new primary filters were installed, all to minimise the cost of converting to diesel fuel.

Peace of mind for the skipper was further assured with all internal wiring replaced. This included replacing the jumble of gauges etc. that were found on both upper and lower helm stations with slimline panels housing Yanmar instruments and switches.

Another added benefit for the skipper, in the event of an emergency, was the ability to control his boat using the Yanmar throttle lever in the engine box should the electrical system let him down.



New dash is clean, clear, comprehensive – the 240hp Yanmar 4LHA ticks over nicely at 2200rpm as we power out into Gulf waters...



Youthful exuberance is once again the order of the day...



From this: twin 180hp MerCruiser 6-cylinder petrol engines squeezed into the engine bay with a whole worrying mess of electrical wiring...



To this: single 230hp 4-cylinder Yanmar 4LHA marine diesel – now not only far superior economy, reliability and safety but greater access, more grunt in a very sophisticated, high-tech, reputable package ...

Members of the Power Equipment team were recently invited to take the Bertram for a run and it was instantly apparent that this vintage Bertram hull was now equal in performance with comparable craft built today.

Installing a single Yanmar diesel engine has also delivered a significant weight saving over the twin petrol sterndrives. The old engine and sterndrive assembly weighed 320kg each, while the new Yanmar weighs only 482kg including the Bravo 2X sterndrive.

The 4LHA-STP pushed the Bertram out of the hole and up to 20knots in just seven seconds as the turbo-charger cut in noticeably at around 2300rpm. The hull responded crisply to the hydraulic steering, behaving impeccably in tight turns and cutting cleanly into the 0.5m seas to give an exciting, smooth and fast ride. The electronic throttle provided instant control.

An impressed Power Equipment team recorded 21 knots (37kph) @ 3000rpm and 26knots (48kph) @ 3300rpm. The owner noted that, during one of his extended 4-5 day fishing trips, the low-down torque of the Yanmar pushed the hull "through anything" with ease.

Significant fuel savings have also been a welcome surprise for the skipper. Previously burning between 20 and 30 L/hr per petrol engine, the re-powered Bertram 25 now uses only 16-18 L/hr with the newly run-in Yanmar diesel.

Proof of this fuel saving was evident during an unforgettable run from the wharf at American River on Kangaroo Island, to the Royal South Australian Yacht Squadron at Outer Harbour. Across smooth seas, the Bertram 25 ran at a brisk 20 knots and used just 80 litres of fuel over the 130km journey.

For further information or advice on re-powering your boat with a Yanmar diesel, contact Peter Bolton from Blue Sky Marine, North Haven, on (08) 8341 8505.

Extract courtesy Pink Sport & Media Publications, SA Waters & Leisure Magazine





Yanmar Diesels Keep Their Cool For Water Taxi Fleet



Melbourne's unique water taxi service relies on Yanmar marine diesels to power their fleet of limousine-style cruising vessels. From wedding functions to corporate events, the Melbourne Water Taxi fleet provides a first class chauffeur service throughout Melbourne's rivers.

The unique selling feature of the Melbourne Water Taxi service is the opportunity to cruise the Yarra and Maribyrnong rivers in comfort with a stunning city skyline as a backdrop. While the scenery might be spectacular, the operating conditions throughout these busy metropolitan river systems means only the

toughest marine diesel engines will last.

"The best part for us about owning Yanmar engines is that they always keep their cool," said Melbourne Water Taxi Director, Andrew Bird.

"It didn't take much for our old diesel engines to overheat if their water intake became even partly blocked. With our Yanmar diesels, we have found all sorts of debris from chip packets to leaves partly blocking the intake and yet the engines have remained cool and stable."

Yanmar pride themselves on building marine engines that have been designed specifically to withstand the riggers of marine work. When it came time for Andrew to upgrade his fleet of engines, this important feature of the Yanmar pedigree was hard to overlook.

"Our old diesels were just truck engines converted to marine use which simply struggled to perform," said Andrew.

"Since switching to Yanmar we have noticed not only a big difference in our fuel costs, but our clients have also commented on the low noise and low exhaust emissions that the Yanmar brand is renowned for. The high capacity cooling system design also means we have far less engine overheating concerns from debris in the water. Other than scheduled maintenance we have not experienced any down-time since repowering with Yanmar."

"Our Yanmar diesel engines and gearboxes also get a serious workout during the Australian Open tennis tournament. We worked out that each boat will do approximately 200 gear changes per day, over an extremely busy 10 days of ferrying people up and down the Yarra. During this high volume period my Yanmar engines have never let me down."

The Melbourne Water Taxi fleet consists of five vessels ranging from their smallest Whaler capable of carrying 12 passengers, through to their charming wooden vessel 'Rebecca' which can accommodate up to 20 passengers. Each vessel is powered by a mixture of the Yanmar 4JH2E (51hp@3600rpm) and 4JH3 (56hp@3800rpm) series naturally aspirated diesel engines. The last vessel to be repowered was fitted with the new generation 3JH4E (39hp @3000rpm) engine model which already is receiving much praise for its strong performance and low noise.

Business begins to accelerate for Melbourne's only water taxi service around Melbourne Cup Time in November and reaches its peak around the Christmas holiday break and the New Year. The Australian Open tennis tournament also brings the stars out on the Yarra with the last two Women's champion players Serena Williams and Maria Sharapova both using 'Rebecca' to parade their trophies to nearby onlookers and the international media.

Regular maintenance has been a key program for the Melbourne Water Taxi fleet with each Yanmar diesel engine receiving new oil and filters every 200 hours. Engine installations and periodic service requirements have been carried out by the local Yanmar authorised sales and service dealer Mariner Engineering in Williamstown.

Visit www.melbournewater taxis.com.au or contact Mariner Engineering on (03) 9397 8200





Yanmar Helps Bottom Line For SEA STRUCT

Yanmar is doing their bit to help power the multi billion dollar oil, gas and telecommunications industry by providing power solutions for under water pipeline specialists, SEA STRUCT. Incorporated in 1993, the Australian owned SEA-STRUCT is a leader in the engineering design, manufacture, supply and installation of pipeline stabilization protection systems.

SEA STRUCT recently approached Power Equipment's WA branch to provide power solutions for a concrete mixer, pump and agitator. After careful consideration and product analysis, the 4.4 litre, 4 cylinder 4TNE 106T diesel engine was chosen for its power, efficiency and reliability.

The engine provided the flexibility and performance that SEA STRUCT required. With convenient and easy access to the engine, it makes maintenance a breeze especially in locations where space is at a premium amid the remote locations and hardy conditions where it shall be operating in.

The Yanmar 4TNE provides a compact, powerful, and durable option for SEA STRUCT as well as the flexibility needed when dealing with their extensive product range.

The 4TNE 106T is used to power a pump and mixing bowl. Once the desired weight or density has been reached, the mixture is pumped into pre-shaped bags or mattresses and allowed to dry. The bags are then strategically placed on the sea floor via a crane and then the piping or cable is carefully put into place.

In 2002 SEA-STRUCT was awarded the prestigious WAISS award by the West Australian

Government for innovative design for the SEAMAT. SEA STRUCT also create Stabilized Base Pyramids, Grout bags, Anchor mat, Grout mat and Bitumat products that are all used in the Sea bed stabilization of underwater pipe systems.

This is another example of Yanmar keeping innovation Powered.



Yanmar Subjects At Gold Coast TAFE



On the 5th of March 2008 a brand new Gold Coast Institute of TAFE facility was officially opened by the Queensland Minister for Education & Training, Hon. Rod Welford MP.

Only a short stroll from the QLD Power Equipment office, this outstanding 1445-sq meter, purpose-built marine training centre is located in the heart of the Gold Coast marine precinct.

The Gold Coast facility will give apprentices a three year guide to various aspects of the boat building industry to learn the intricacies of respective trades, while existing workers can also upgrade the level of their current skills.

Equipped with the very latest in training equipment, lecture rooms and workshop facilities, the new TAFE provides qualified teaching staff a broad range of resources for teaching students the very latest high tech boat building skills and marine mechanical knowledge.

This new purpose built training centre will expand the marine industry's skill base by training 600 apprentices a year, rising to 1000 by 2010. The new training centre will also have a long term and profound impact on the \$1.5 billion industry which exports marine products to some 30 countries

Qualified Marine Mechanic and Teacher at the Gold Coast Institute of TAFE, Steve Nugent is pictured with some students running through some of the components on a 55hp Yanmar 4JH4A-GBE complete with KM35A 2.64:1 ratio marine gears. With Yanmar engines being used to teach tomorrow's industry leaders, Yanmar is getting an early advantage by being the primary training tool across several classes at the TAFE.



Position Vacant

Power Equipment requires the services of a Service Engineer to be located at our Fremantle (Perth) Branch.

The successful applicant would have a trade background with a thorough knowledge of application and installation requirements for both marine and industrial diesel engines.

Yanmar experience would be advantageous but is not a prerequisite.

For more details please contact the West Australian Branch Manager Ian Duperouzel on 0419 914 762 or ian.duperouzel@yanmar.com.au

Power News

is distributed by Power Equipment Pty Ltd - Australia



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