

Power*news* MAGAZINE

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



AUSSIE INGENUITY & YANMAR POWER

SUPPORTING OUR DEFENCE FORCES

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OXE300

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Learn more about the OXE300 diesel outboard at powerequipment.com.au.

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Yanmar engines help Eniquest power the Australian Defence Force

Power Equipment is helping deliver one of the most important defence upgrades for Australia in decades, delivering Yanmar engines to Queensland-based company Eniquest who are building generators for the Australian Defence Force.



Above: Don Pulver, Eniquest Managing Director

Below: An artist's impression of Eniquest's soon to be completed expanded facility



Eniquest, an award winning Australian success story located on the Sunshine Coast, were recently awarded a contract to manufacture and supply small to medium power generators for the ADF, renewing Australia's defence field power systems capability over the next four years. That means Australia's Army, Navy and Air Force will be using Yanmar-powered equipment into the future!

Along with the smaller generator systems, Eniquest will also deliver medium-sized generation capability with 8, 16 and 30kVA, 3-phase generators with 700L fuel cells as part of the agreement.

The contract forms part of the Australian government's Deployable Force Infrastructure project, LAND 8140, and was announced in March this year. Among other goals, the project will help the ADF to rapidly and independently support humanitarian assistance, disaster relief, peacekeeping and other defence operations.

Managing Director of Eniquest, Don Pulver, is certainly no beginner in the generator game and has built his company around looking for niche businesses that need the best equipment.

"We are a design, development and manufacturing business and we build a premium, purpose-built product for our clients," Don explained.

"You could also say we are very patriotic – we buy Australian and use Australian suppliers wherever we can," he says proudly.

Virtually all the componentry in the generators built by Eniquest are fabricated in Australia, including electronic circuit boards and DC alternators.

"In fact, we're the only company in Australia who build commercial DC alternators," Don says.

With his electrical engineering qualifications, experience and his significant history of using Yanmar engines, you could say Don Pulver is somewhat of an authority on the brand.

"I go back a long way in the generator game and we used Yanmar engines in a similar business back in the early 1990's," Don said.

"We did endurance tests on multiple engine brands back then, including the Yanmars. They always outlasted the others – often by a long margin."

Don says he is still surprised at the endurance proven by the brand time and time again, even when mistreated.



Eniqwest's Sunshine Coast design and manufacturing facility
 Left: The Hon Andrew Wallace MP tours Eniqwest with Lauren Tomsett & Don Pulver

"We regularly refurbish generator-driven floodlight sets for a client that are running them at least 10 hours a day, 365 days a year and the machines come back to us with up to 30,000 hours on them."

"The Yanmar TNV engines on those often need very little done to them – maybe a shaft seal or a plug replaced, but rarely anything major."

Eniqwest supplies power generation and backup systems to government, mining and critical infrastructure companies, even supplying an power generator with air conditioning systems for the Australian Bushmaster vehicles, currently used by the Australian Army.

Eniqwest will utilise the Yanmar TNV series engines with in-house designed mounting systems, in their contract with the ADF, with all designs passing rigorous lab testing that simulates 15,000 hours of heavy duty field use.

Yanmar's TNV series engines cover a huge range of needs, with a host of improvements that have seen these two, three and four cylinder engines punch way above their weight. The TNV range is available with power outputs available from 13hp to 84hp.

"We have also developed a proven generator control system that basically allows multiple generators (of varying capacities) to be run

“We are a design, development and manufacturing business and we build a premium, purpose-built product for our clients.

We are also very patriotic – we buy Australian and use Australian suppliers wherever we can.”

*Don Pulver,
 Managing Director, Eniqwest*

in parallel, delivering higher output to larger base camps or other needs where necessary," explained Don.

A smart Australian company, delivering a very smart and purpose-built product is truly a reflection of Don Pulver's enthusiasm and his expertise in the power generation field.

"When it comes down to it, I like the fact that we can make electricity, power that people need and rely on for what they do," Don says.

We like the way you make electricity too Don – and Power Equipment is proud to be partnered with this nationally-important project to deliver that need.

Explore Eniqwest's range of Aussie made power generation products at eniqwest.com.au



YANMAR 2TNV70 Industrial Engine



JOHN DEERE

“

THE FIRST THING I NOTICED WAS

**THE
POWER.”**

— Marty Wise, Boat Captain

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JOHN DEERE



A brand new John Deere for a very worthy cause.

Outward Bound is a non-profit organisation specialising in personal and professional development for people of all ages, cultures, abilities and backgrounds - with the aim of creating better people, better communities, and a better world. And they have been providing this service since 1962.

A new beginning for an old vessel

The Kurt Hahn, a 1992-built 10.7m traditional displacement monohull cruiser that serves as a support vessel for the Outward Bound program in New Zealand, has been given a new lease of life thanks to Power Equipment.

With more than 15,000 hours on her original John Deere engine, the vessel's stewards decided she deserved a re-power.

What better option than a brand-new John Deere 4045TFM50.

As a not-for-profit, the expense of a new engine was never going to be easy, so Power Equipment NZ offered assistance.

The Kurt Hahn is named after the man who created the core strategies behind the Outward Bound philosophy. He came up with those values and ideas some 100 years ago.

It is perhaps a sweet synergy then that the boat bearing his name is sticking with the same reliable power that has served her over the last 30 years.

Just as Kurt Hahn's original ideas (the basis of the Outward Bound program) are as relevant in today's digitally-enhanced, social media-obsessed world, so too is the legend of John Deere's proven vessel power options.

The new 4cyl, 4.5L turbocharged engine will have its work cut out for it!

Says Simon Graney, School Director of Outward Bound NZ: "The previous John Deere engine had a really hard life – the vessel is operated by many skippers – up to 28 different skippers at any one time, and hundreds over the life of the vessel – and we go through gearboxes pretty fast!"

Usually used in youth development programs, the Kurt Hahn performs multiple tasks from running instructors alongside the sailing vessels, transferring crews or towing boats.

"Hull speed is around 8 knots, and we rarely go much over that," explained Simon.

The Kurt Hahn's new John Deere 4045TFM50 delivers 135hp @ 2,500rpm.

As a low-revving, high-torque engine, it's ideal for the kind of operation required around the Marlborough and Queen Charlotte Sounds.

They allow for better vessel control, and are a low-vibration which makes the John Deere marine engine range a favourite on vessels all over the world.

"We don't get sea swell much in those areas, but the chop and on-water gusts are pretty wild from time to time – it can make for interesting boating, particularly for the sailing cutters."

With a proven and reliable mechanically-governed fuel system, the John Deere caters for rebuilds to exact original specifications if required down the track.

Power Equipment is proud to have been able to assist Outward Bound NZ and looks forward to seeing another 30 years of steadfast service to its worthy mission.

Explore Outward Bound's work at outwardbound.co.nz



POWER PROFILE

Vessel Name	Kurt Hahn (NZ)
Application	Commercial Support Vessel
Type	Monohull Cruiser
Length	10.7m
Weight	53 tonnes
Engine Model	John Deere 4045TFM50
Power Rating	99kW / 135mhp @ 2500rpm



Scimitar Boats are back and have recently built two new Scimitar 1010 power cats in a re-launch of the popular design that attracted plenty of attention at the 2022 Sanctuary Cove International Boat Show. The new versions of this popular Australian recreational cruiser will not only impress with a modernised layout, but also via their performance under Yanmar 4LV common rail engines.



The popular Australian-designed and built Scimitar power cat has relaunched with two new models debuting with Yanmar power at the Sanctuary Cove International Boat Show this year thanks to the design and building expertise of the Aus Ships Group in Brisbane.

While the Scimitar has been well and truly brought up to new millennium standards, (the fit out reflects its practical recreational boating origins, but now with far more class), those with an eye for detail would have noticed a fabulous upgrade in the engine rooms as well.

Powered by pairs of the brilliant 195mhp Yanmar 4LV195E-A common rail engines, Scimitar Boats has built new sedan and flybridge models, (still utilising the very successful hull design of the original Scimitar), that are sure to take the Australian and New Zealand recreational power cat market by storm – if not internationally!

Tommy Ericson, Director of Scimitar Boats, bought a second-hand Scimitar, the tooling, moulds and the rights to the hull design some years ago, which he then used as a test platform to implement design upgrades and improvements. In fact, Tommy and his team have been working to modernise the look and integrate new technology into the Scimitar design since 2017.

The multi-awarded Ericson said he was “inspired to revive an updated version of the Scimitar” 1010 because of his own experience with the brand and close ties with the co-founder, Bryan Bradford.

The Scimitar 1010 was the brainchild of two experienced boaters and businessmen, Bryan Bradford and Greg Byth. They took their concept to designer/builder Peter Brady to bring their ideas to fruition and the first boat entered the water in 1997.

Winning Australian Cruiser of the Year, the

design attracted a large number of orders and continuing acclaim.

Built for Australian private and commercial clients, a number were also exported to the US and South Pacific. Around 65 original Scimitar 1010's were built between 1997 and 2012. Says Tommy Ericson of the re-design process:

“Having known Bryan for many years, our conversations always came around to the Scimitar and how successful it had been.

“I spent some time sketching ideas for how to ‘modernise’ the boat and bring it into the current day, whilst still maintaining the classic, non-pretentious look, feel and practicality. This led to our acquisition of Scimitar.”

Concurrently, Tommy located a second-hand Scimitar in Papua New Guinea and



Scimitar vessels on show and the team (right) at the Sanctuary Cove International Boat Show.





purchased it as a test platform to implement all the upgrades, improvements and modernisations he had in mind.

“Doing the delivery voyage from Port Moresby to Brisbane in 2018 through some challenging conditions gave me the real-world experience and exposure to the performance and capability of the vessel.”

As a builder of quality commercial & luxury vessels, the team at the Aus Ships Group have always been happy with the engines supplied by Power Equipment. It was a natural choice then for a builder of Aus Ships’ calibre to go with the dedicated marine engine option of Yanmar for the Scimitar upgrade.

Says Tom Ryan, Technical Manager of Scimitar Boats: “We like the Yanmars, and as boat builders we particularly like the fact that the 4LV fits well in this hull. It’s the engine we’d recommend in these.”



Coupled with Yanmar’s own VC20 electronic controls and 2.43:1 gearboxes, the 4LV195’s are giving this new Aussie classic abilities and fuel consumption the older Scimitar owners could only have dreamt of.

As a semi-displacement design, there are practical limits to how hard the hull can be sensibly pushed. The Yanmars are giving an easy 16-20 knot cruising speed and 25 knots at WOT however.

If you can beat those numbers with that horsepower and frugality in a 36 foot power

cat these days, you’re probably relying on some sort of dark magic!

Scimitar Boats describes the new design of the Scimitar as retaining the “functionality, reliability and feel” of the original design whilst creating a new benchmark for Australian-built power catamarans.

Certainly, a walk through the new Scimitar design is showing just that. Open, light-filled spaces on board remain, with finishes that are not only practical, but designed to stand the test of time. Finishes are cleverly used – for example wax-treated oak framing around glazing is easily maintained and incredibly stylish, whilst a highly resilient natural-look floor covering material in the saloon and berth areas, (impervious to most realistic impacts and a covering used often in commercial high-traffic fit outs), not only looks a million dollars, it feels luxurious under foot.

The new Scimitar 1010 sedan and flybridge designs are an incredibly successful marriage of new technology and common-rail Yanmar power in a re-imagining of this modern Aussie classic. A 58ft design is underway at the Scimitar design studio, but its engine preference is yet to be decided.

No doubt we will be seeing many more Scimitars on Australian waterways soon.

The heart of the new Scimitar 1010 sedan and flybridge – Yanmar’s 4LV195

With a displacement of just 2.755 litres and measuring just over 1150 millimetres in length (772mm high), the Yanmar 4LV195 is a truly compact powerhouse, with virtually unbeatable power-to-weight characteristics.

Weighing in at just 334kg, it is easy to understand why boat builders are more than happy to have the 4LV series where engine rooms may be tight (like in catamaran hulls) or where weight considerations are critical.

Launched in 2017, the 4LV series of common-rail Yanmars come in 150mhp, 175mhp,

195mhp, 230mhp & 250mhp variants.

A quick look at the output graphs of the 4LV195 explains why these four-cylinder, turbocharged performers help the Scimitar 1010 run so well.

Full torque is achieved from this engine at just 1,800rpm, (just under 500Nm of it in fact), yet even at 2,000rpm it is sipping under 10 litres per hour of diesel. Even taking the revs to the 2,700-2,900rpm mark (the engine’s WOT is 3,500rpm) delivers fuel consumption in the sub-20L/hr mark on the Scimitar 1010.

To put it simply, these direct-injection purpose-built marine engines are incredibly frugal when it comes to diesel consumption, and punch well above their weight!

Learn more about Scimitar Boats’ designs and services at scimitarboats.com.au



POWER PROFILE

Vessel Model	Scimitar 1010
Application	Power Catamaran
Construction	Fibreglass Composite
Length	11m
Weight	6.9 tonnes
Engine Model	2 x Yanmar 4LV195E-A
Power Rating	144kW / 195mhp @ 1800rpm
Top Speed	25 knots
Cruise Speed	20 knots

McLoughlin Mini Loaders and Yanmar punch (and lift!) above their weight

McLoughlin Mini Loaders can lift, bore, dig and manipulate all manner of material handling tasks far beyond what their overall dimensions and horsepower would suggest – and it's all thanks to the ever-reliable Yanmar 3TNV76 in the McLoughlin Outlaw Diesel Mini Loader.

Two machines in the world right now that are punching far above their weight would be mini loaders and Yanmar's TNV series of industrial diesel engines – and perhaps none more than Kieron McLoughlin's Outlaw Diesel Mini Loader fitted with the Yanmar 3TNV76 engine.

McLoughlin Mini Loaders are another of Australia's true industrial machine design and build success stories.

Established in 2011, McLoughlin Mini Loaders are now sold all over the country and have recently broken into the United States market, with eyes further abroad and grand plans to take their Aussie success story to the global market.

"To be honest, Power Equipment have been very reliable as a supplier and you really can't fault the Yanmar diesel engine – they'll go hard all day and when you need them most," says McLoughlin Loaders Managing Director Kieron McLoughlin.

"I'd have to say I also like the fact that when you call your Power Equipment representative, they will answer the phone."

The McLoughlin Outlaw Diesel Mini Loader model built here in Australia uses the Yanmar diesel and is affectionately called the "Sherman Tank" of the mini loader world by Kieron.

They're manufactured from 10mm plate steel, so Kieron's "Sherman Tank" label is certainly not an overstatement!



Kieron McLoughlin with the prized Outlaw

Designed for heavy use by contractors and hire companies alike, the Outlaw uses its 27 horsepower 3TNV76 Yanmar to drive two

hydraulic pumps. The output of these two pumps can be combined as much or as little as required to the machine's auxiliary using a pump selector and flow regulator.

The Yanmar helps those hydraulic units create a powerful 3,400psi in oil pressure, giving the Outlaw exceptional lift and a great working load, with incredible ground speed.

The hydraulic pump system can give the Outlaw a ground speed of 9.5km/h, and while you're not going to win at Bathurst, it's incredibly fast for this type of equipment.

"The Outlaw has a world-first in terms of the way its two hydraulic pumps can direct flow to its 3-speed transmission," explained Kieron, "and the Yanmar is driving the pumps that deliver all the driving hydraulically."

"No electric solenoids are used in that hydraulic pump combination which really does give ultimate reliability."

The three speeds allow for a slow and careful mode where tight access or new user speeds are advisable, a second speed for normal use and an "overdrive" gear for shifting large amounts of material quickly.



Indeed, the fast gear is capable of saving up to 1.5 hours of material handling time in an average work day according to Kieron.

The 3TNV76 is a 3-cylinder, 1.116 litre water-cooled diesel engine that produces 18.7kW of power at 3,200 rpm, and a max 63.7Nm torque at 2,300 rpm.

It utilises indirect injection via a high-pressure mechanical fuel pump and Yanmar's unique fuel injection nozzle and combustion chamber designs, a feature perfected over years of real world testing in some of the harshest working environments.

It's all about size with a mini-loader too, and the 3TNV76's dimensions, (524mm long by just 427mm in width), ensures not only a neat and tidy fit, but also allows for greater access on this easy-to-service engine.

Coming in at just on 1,000kg in operating weight, the Outlaw has a safe WLL of not far off half its weight. It's list of attachments is about as long as its impressive reach too – you name it, augers, buckets, cutters, trenchers – even a cement mixing bowl can be attached to these loaders providing tough to beat versatility.

If ever there was a perfect match for an engine and machine combination, designed to be small and mighty, we reckon it would have to be the McLoughlin Outlaw Diesel Mini Loader and Yanmar 3TNV76 combination.

Power on Kieron!

Explore the range of McLoughlin Mini Loaders at www.mcloughlinloaders.com



Oxe Diesel Outboards join sub-Antarctic search for the famous General Grant

When Seastar isn't deployed on commercial workboat duties or tourism charters in the spectacular waters of Fjordland on the west coast of NZ's South Island, she is hunting for one of the world's most famous shipwrecks, the General Grant. Owner Bill Day wanted Oxe Diesel Outboards on this multi-purpose vessel – and he is certainly very happy with his choice!

With the first set of Oxe Diesel Outboards installed on a vessel in New Zealand, Bill Day's multi-purpose monohull vessel Seastar may very well achieve another "first" if its hunt for the famous General Grant shipwreck is successful.

Chairman of the Seaworks group of companies, Bill is more than well versed in the job of providing maritime support services to offshore, subsea, aquaculture and hydrographic industries with a fleet of specialised vessels and equipment.

But when possible, Bill's other passion is finding shipwrecks.

"To be honest, I probably didn't want to be the first to be trying out the Oxe Diesel's, but I couldn't be happier with their performance," Bill says.

Having recently returned from a six-week expedition searching for the General Grant around the Auckland Islands, the twin 200hp Oxe Diesel outboards on Seastar proved just how well these relatively new players in the outboard market perform.

"We're towing a magnetometer behind Seastar close to the cliffs around the islands there," explained Bill of the General Grant search, "so the engines are running at lower

speed towing that equipment behind at around 3 knots for long periods."

Working in close to the rock cliffs of the Auckland Islands requires vigilant skippering, (a calm day in this area of the sub-Antarctic still delivers a 1.6 to 1.8 metre swell), and Bill says the vessel operates in those tows with one engine doing the work "and the other engine just running at idle – they'll happily run like that all day if you need to and we keep the other engine running in case we need to move out of danger quickly."

Seastar is not exclusively a "go-slow" vessel. Built by Icon Custom Boats, one of New Zealand's finest boat builders, her top speed is a respectable 28 knots, but she will happily hold 20 knots at 3,800rpm. That kind of performance is a marvellous showcase of just how strong the twin 200hp are at delivering real horsepower right through their rev range.

"She is comfortable at those revs and fuel consumption is very impressive. We're only using 30 litres per hour on each engine, (60 litres per hour combined), at 20 knots," Bill said.

Bill says the Oxe Diesel's are quiet at cruising speeds, (an opinion shared by others who have these new engines), and describes their low-speed trolling abilities as "very good".

"We set the engines up to get speed out of them, but if the vessel's work tasks changed and we needed more torque than speed, the Oxe's are easy to reconfigure for those tasks.

Bill is referring to the unique belt-drive system on the Oxe Diesel that runs a drive belt from the engine down the leg to the propeller shaft. This allows for interchangeable gear ratios catering for workhorse duties or high speed operation, and also counter-rotation configuration and crash-stop robustness.

The already impressive torque (415Nm @ 2,500rpm) is doubled at the propeller shaft (around 900Nm). Try getting that torque out of a petrol outboard!

At 10.75m and hosting live-aboard facilities, 200L of water and 1,000L of fuel, Seastar is a serious piece of aluminium work or tour boat.

"We had her built in 2021 with plenty of under-canopy area because it's pretty much always raining down this end of New Zealand," Bill said.

Among other custom additions is a unique water collection "funnel" system on the vessel that allows the skipper to position the boat's bow under one of the many waterfalls and fill her onboard water tank.





"We've also set up the canopy system to be a rainwater collection system too, so we can replenish the fresh water easily which saves on weight and improves performance," Bill said.

Sea-going experience has given Bill a keen eye for good design and he loves many features of the Oxé Diesel Outboards.

"The longer service intervals are handy for us too. We're in a remote area and bringing in mechanics is another logistical exercise down here in the Fjordlands we need to attend to less often," Bill said.

The biggest advantage for Bill is the fuel, for the safety, ease of storage and transport, and its compatibility as a single fuel source.

"There's no doubt the diesel advantage is a big factor for us, but they are an incredibly well-designed engine too, with the pumps and service points all at the top and front of outboard," Bill says.

"They are also quick to react in gear changes, but I have to say I haven't dared try to test their limits even though Oxé say the electronically-controlled gearbox protects itself against a mistake by the skipper."

Bill is referring to Oxé Diesel's Quick-Shift-Capability (QSC) and Low-Speed-Control (LSC) features. As a result, the user has full maneuverability, even below four knots. The gearbox is not only above the waterline, but its QSC and LSC electronic control provide protection against damage in the case of an inadvertent or panic gear shift at high revs.

"With a 10 metre vessel you lose a lot of boat when you put inboards in, especially twin engines. I would recommend the Oxé Diesels for all smaller work vessels for sure," Bill says.

The search for the General Grant prize continues

The waters of the sub-Antarctic at around the 50 degree latitude south are cold and very unforgiving waters – as the 83 souls aboard the sailing ship General Grant were to tragically find out first-hand in 1866 as their ship went down, with a reported 2,576 ounces of gold amongst her cargo, against the cliffs of the Auckland Islands.

The 1,005 tonne, 180ft General Grant is one of the most sought-after wrecks in the world and none are keener to find it than Bill Day.

"On our last six-week expedition, we probably only had around seven days where the seas were calm enough to search – keeping in mind that a "calm" day is still around a 1.6 to 1.8 metre sea," Bill explains.

A keen wreck hunter for many years, Bill has discovered two other historic wrecks from the 1830's and 1860's over five expeditions.

Bill doesn't just lead these searches – he is very hands on, including investigating the bottom when Seastar's magnetometer indicates a possible wreck site.

Five expeditions without success in finding the General Grant have not broken Bill's spirit in the search for this elusive wreck.



Artist impression of the General Grant getting washed into a cave during a storm.

"If anything, it has probably just made me more curious about what strategy we use next," Bill says.

"Us New Zealanders have a saying about achieving such goals which is 'knock the bastard off', which was originally quipped by Edmund Hillary when he became the first to reach the summit of Mount Everest with sherpa Tenzing Norgay."

Good luck and safe searching Bill. Power Equipment looks forward to hearing that you've 'knocked the bastard off' with the help of your Oxé Diesel Outboards!



POWER PROFILE

Vessel Name	Seastar
Application	Commercial
Construction	Aluminium
Length	10.75m
Weight	5.5 tonnes
Engine Model	Twin OXE200 XL
Power Rating	200hp @ 4100rpm (each) 415Nm @ 2800rpm (each)
Top Speed	28 knots
Cruise Speed	23 knots



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40 MHP



4JH Series
45 - 57 - 80 - 110 MHP



4LV Series
150 - 170 - 195 - 250 MHP



8LV Series
320 - 350 - 370 MHP



6LY Series
400 - 440 MHP



6LF Series
485 - 530 - 550 MHP



A breath of fresh air with new Yanmar common rail power

Renowned power cat designer Roger Hill had been “on our case for a few years to do one of his boats” according to Aaron Beattie of Lifestyle Yachts, a respected New Zealand boat builder with plenty of experience. There were no arguments about which engine to use, the Yanmar 6LY400 was considered the only way to go.

When a boat builder of Aaron Beattie’s experience makes a suggestion on what kind of engine you should be running in your new boat, you’d be smart to take his advice.

“We’ve had owners suggest other engines or preferences, but I will steer them towards an option like Yanmars,” say Aaron.

Casting an eye over Aaron’s Lifestyle Yachts latest build – a 16m Roger Hill design named Omahu – Yanmar marine propulsion couldn’t be in much finer company.

Omahu has been powered with twin Yanmar 6LY400 common rail diesel engines and in the builder’s own words; “you don’t need much throttle to get things going, that’s for sure!”

Roger Hill himself has expressed an opinion that while the twin 400hp engines were more than enough for the design, their light loading through cruising speeds would ensure “they will last a very long time”.

Omahu has been superbly fitted out and is designed for long-range trips. In fact, the design brief was for a leisure vessel to range throughout the coastline of New Zealand’s South Island in the summer months and the Pacific Islands for the winter.

Along with a combination of generator and solar/lithium battery power systems, Omahu sports all the conveniences of modern live-aboard luxury including a water maker, washer and dryer, air conditioning throughout and even a dive compressor.

With expectations of trips into remote areas where fuel and other supplies may be long

distances apart, the boat can carry 4,700L of fuel and has can carry 800L of fresh water.

“The design weight came in at around 20 tonnes, so I was a bit surprised at the 26 knot top speed,” admits Aaron.

Responsiveness is just the start of winning factors with Yanmar’s new 6LY common rail diesels and one of many reasons new build and repower decisions alike are favouring Yanmar 6LY400 and 6LY440 engines.

The new 6LY Yanmars are a fourth-generation engine in the 6LY series, but take this proven six-in-line, 5.8L engine into an electronically-controlled future that puts it nautical miles ahead of its competition.

The 6LY400 not only wins in power-to-weight stakes, (tipping the scales at just 585kg), it is also cleaner and more fuel efficient than its predecessors.

The 6LY400 has common-rail fuel injection in place of single mechanical direct injectors and is rated for leisure marine and light-duty commercial applications. This 3,300rpm-rated engine delivers pretty much all of its torque at just over 2,000rpm, yet at those revs is only using around 22L per hour in fuel.

Take a look at the horsepower outputs and the 6LY400 gets even more impressive.

At 2,400rpm, (a little over two-thirds of full rated rpm), the 6LY400 is outputting around 375hp (at the prop shaft!) of its rated 400hp.

And with the 6LY400’s common rail technology using its fuel more efficiently than

ever before, they deliver that horsepower with IMO Tier 2 and US EPA Tier 3 emissions certification.

Omahu’s name literally translates to “Breath” in New Zealand’s Maori language. There probably isn’t a nicer fit in terms of diesel propulsion than her clean-running new Yanmars!

Check out Lifestyle Yacht’s boat designs and services at lifestyle-yachts.co.nz



POWER PROFILE

Vessel Name	Omahu
Application	Pleasure Craft
Construction	Fibreglass/Resin Compound
Length	16m
Weight	20 tonnes
Engine Model	2 x Yanmar 6LY400
Power Rating	588kW / 800hp (combined)
Top Speed	26 knots
Cruise Speed	15 knots

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When you can't count on the rain,
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John Deere gives you irrigation power choices ranging from 24kW to 367kW on all irrigation equipment. When an entire crop is at stake, you'll see why more farmers choose John Deere power for their irrigation units.



JOHN DEERE





John Deere powers forward-thinking irrigation jobs



If you need to irrigate up to 2,000 hectares of cotton and grain crops, you're not only going to be moving a serious amount of water, you'll need machines that work hard to do it, (sometimes 24 hours a day!). That's the task being delivered by a variety of John Deere engines on Rob and Susannah Tuck's farms in Central West New South Wales.

"Water is our most valuable resource in this country," affirms Rob Tuck, chief of the TuckAg family corporate farm operation in the Narromine district of Central West NSW.

While waiting for rainfall dictates farming across well over half of TuckAg's 10 farms in the Macquarie Valley, up to 2,000 hectares of these holdings are also irrigated for crops, including cotton and canola.

The big John Deere farm machines that everyone knows are the champions of the brand, but some of the true legends of this story don't turn tyres or have steering wheels.

"Our bigger John Deere engines drive production bores – they're bringing ground water from up to 90m below the surface.

"Other engines are driving pumps which are moving tail water (recycling flood irrigation) or driving lateral irrigators," explains Rob.

There are 14 John Deere stationary engines employed across TuckAg farms. These proven machines include the 4045, 6068, 6090 and mighty 6135 models, with outputs from 38kW to an impressive 491kW!

"The 13.5's, (Rob is referring to the 13.5 litre, 6135 John Deere industrial engines), are a brilliant engine, they help us get the majority of our allocated water onto the farms," he says.

Each of the John Deere engines deliver their work with unique advantages and the 6135 is a prime example of what makes these engines perfect in their various applications.

The diesel-powered, 6-cyl 491kW muscle is delivered by a 13.5L turbocharged and

intercooled engine with an electronic fuel system. The electronic EUI fuel system gives improved fuel consumption with reduced exhaust emissions.

All the engines in the John Deere lineup incorporate the proven large capacity, long stroke, low speed design features that have characterized John Deere for many years.

All these features add up to engine packages that give great reliability, best available fuel economy and reduced exhaust emissions, along with the best back up service via local John Deere dealers.



John Deere 6135 13.5L Industrial Engine

In short, John Deere provides precisely what a big, long-running-hours pump engine needs!

Like any good farmer, Rob is not only practical, but pragmatic; "The first money you spend on farm equipment is the best money – buy quality first up and it will pay dividends."

With fuel consumption hitting 2-3 million litres across his farms, you can bet efficiency is high on the agenda when it comes to Rob's decisions on which engines to employ.

No doubt the best-in-class fuel efficiency of the 6090 model engines have helped make the decision for Rob to change his engines to John Deere eventually.

With all engines run to around the 25,000 hour mark before replacement, Rob's eyes are not only on fuel efficiency.

Serviced by long-time John Deere agent Hutcheon and Pearce, Rob says there is no substitute for reliability and local support.

"We know we can always get whatever filters or parts we need and we can always get a mechanic out if we need one – that makes a big difference in this kind of operation."

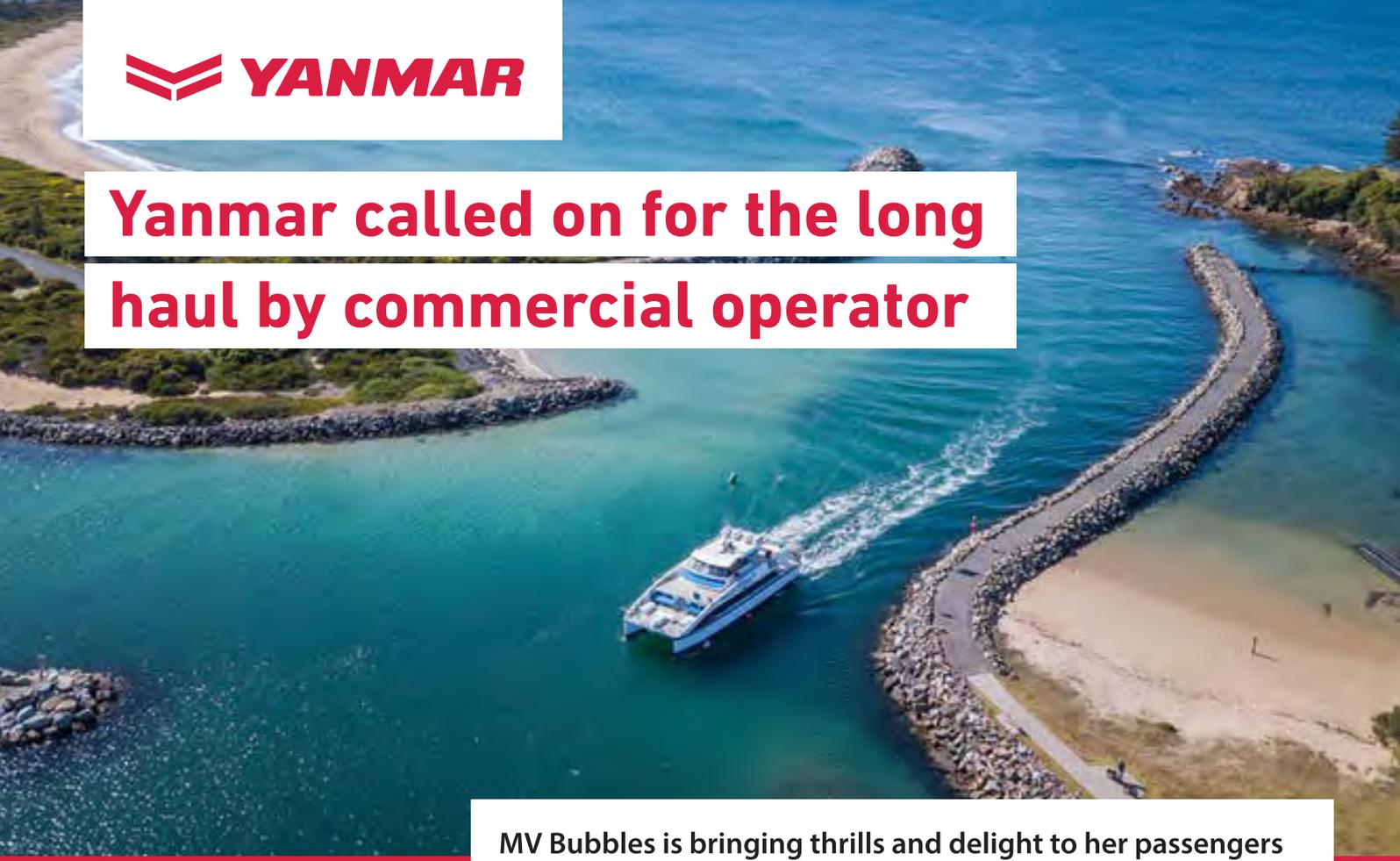
TuckAg's John Deere-powered pumping equipment is also helping turn land that was once considered not worth irrigating into productive acreage.

Utilising sub-surface drip irrigation, TuckAg has been successful in turning into viable irrigated land – delivering water savings of around 50% and increasing crop yields by up to 25%. Fertiliser usage has also been reduced using this technique, reducing costs.

Take a moment to look up "TuckAg" on YouTube and you will see other ways in which Rob Tuck and his family are employing technology, smarter thinking and good equipment to make their operation more efficient, safer and viable into the future.

You will even see a few John Deere engines working hard in those videos, a picture we'll no doubt be seeing more of in the near future with Australia's forward-thinking farmers.

Yanmar called on for the long haul by commercial operator



MV Bubbles is bringing thrills and delight to her passengers aboard her Go Whale Watching tours in Sydney and Sapphire Coastal Adventures off Australia’s New South Wales coast. This re-purposed fast cat got a repower last year in the shape of new Yanmar 6HYM-WET engines. The Yanmar decision by owner Simon Millar was to ensure Bubbles’ engines could keep up with hard-working days in and out of whale watching season, for a long time to come.



POWER PROFILE

Vessel Name	MV Bubbles
Application	Commercial Tour Boat
Construction	Aluminium
Length	23.5m
Weight	45 tonnes
Engine Model	2 x Yanmar 6HYM-WET
Power Rating	515kW / 700mhp @ 2200 rpm
Top Speed	26 knots
Cruise Speed	15-20 knots

Simon Millar bought his first whale watching vessel at the age of 22 – a brave step for a young man only a few years into the commercial boating game.

Move forward to 2020 and Simon added yet another catamaran to his fleet, and re-fitted it to work as a 100-passenger whale watching and tour vessel.

MV Bubbles is a 2013-built SeaSpeed design and handles her duties well. You may have seen her well ahead of the spectator fleet outside Sydney Harbour in the 2021 Sydney to Hobart yacht race, handling less than ideal conditions very well indeed for a power cat.

Simon has learnt a few things about running vessels in his time skippering, and like every experienced commercial operator he knows that reliability is king of the sea.

“I had new Yanmars (6HYM-WET) fitted in April last year and we’ve put around 500 hours on the engines to date,” Simon says.

MV Bubbles was running European-branded engines with rated outputs of around 552kW. The new Yanmars fitted are rated at 515kW (700mhp) @ 2,200rpm but according to Simon “we are getting very similar performance”.

The Yanmar refit was an easy decision for Simon – he is a big fan of the 6HYM-WET’s mechanical operation and simplicity whilst being well-aware of Yanmar’s unbeatable reputation for reliability.

“That’s what we’re after more than anything,” says Simon, “we really need the reliability and longevity out of the engines, and that’s what Yanmars seem to give.”

Taking a look at the work MV Bubbles has to deliver in and out of whale watching season, you understand why reliability, (and extended service intervals, up to 500 hours between services), offered by the 6HYM-WET platform is so important.



“We really need the reliability and longevity out of the engines, and that’s what Yanmars seem to give”

Simon Millar, MV Bubbles Skipper

“During the whale watching season, we would be running four trips a day,” Simon explains.

“That involves longer running times when the whales are doing their northern migration – it would not be unusual for the engines to be running at least 14 hours a day.”

Each whale watching trip usually involves a firm cruising run out to sea, (MV Bubbles cruises easily at 17 knots with her new Yanmars), mostly idling and low-speed movement whilst observing the magnificent sea mammals, then often a higher-revs run back to port to meet schedule.

“Outside of whale watching season, we run tours and special event charters,” Simon said, “and many of those tours will see us covering at least 30 to 40 nautical miles, so the engines have their work cut out for them.”



A key success in the Yanmar refit has been no loss of performance for MV Bubbles despite a slight reduction in horsepower.

This is no doubt helped by the excellent torque-rise characteristics of the 6HYM-WET engine.



Take a closer look at the full re-fit of MV Bubbles and you start to understand just how “torquey” these Yanmars are. With new running gear right through, MV Bubbles went from a higher-horsepower engine with 1.74:1 ratio gearboxes to the Yanmars with ZF325A gearbox reductions of 2.037:1.

Long-renowned for their ability to deliver outstanding torque across their power range, the Yanmars are also a frugal engine.

“We’ve got similar performance out of the vessel but an improvement in fuel consumption,” Simon said.

“Fully loaded we’ll do our 17 knot cruise speed for around 110L per hour (combined).”

MV Bubbles will still get motivated in excess of 23 knots with a full load and recent sea

trials proved a very respectable 26 knots at WOT with less weight onboard.

With sea trial figures like that as proof, it’s easy to understand why the 6HYM Yanmar is the power of choice for so many commercial operators. The 6 in-line, 13.7 litre turbocharged engine will deliver its power and torque happily in a variety of applications.

In fact, you’re as likely to find one of these Yanmars doing the hard slog in a tug boat or lower-speed fishing vessel as in a high-speed catamaran like MV Bubbles. Such is the versatility of this well-proven, purpose-built marine engine.

No doubt MV Bubbles will be leaving plenty of bubbles behind her for years to come as Simon and her entertain many thousands of happy passengers.

Find out more about Simon’s whale watching cruises, adventures and tours at sapphirecoastaladventures.com.au & gowhalewatchingsydney.com.au



SANCTUARY COVE INTERNATIONAL BOAT SHOW®

Australia's bigger boat shows and marine events provide a valuable opportunity for Power Equipment to showcase its products and prove its credentials in marine power experience with one-on-one advice from its team members. The Sanctuary Cove International Boat Show on the Gold Coast is just one of those events.

Power Equipment once again flew its flags proud at the 2022 Sanctuary Cove International Boat Show (SCIBS), showcasing the company's brands and products and meeting an ever-enthusiastic boating public.

As the Southern Hemisphere's premier boat and general marine event, SCIBS attracted in excess of 44,000 people over four days despite the weekend delivering some not-so postcard Gold Coast weather.

Power Equipment ensured it had some of its best and most knowledgeable staff on-hand and the enquiries for new engines and equipment were coming thick and fast.

Staff and management from pretty much every Power Equipment office in Australia and New Zealand, (along with a handful of authorised dealers), pitch in to help run the Power Equipment display at bigger boat shows like SCIBS. This offers the public a virtually unrivalled gathering of face-

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to-face experience in terms of the company's products and marine power application specialists.

Power Equipment was fortunate to be joined by Lars Petersen from Gori Propeller who travelled from Denmark to support efforts selling and supporting their quality product.

With the factory John Deere Marine diesel range again on display, (now for the fourth year), clients are starting to associate Power Equipment with this quality brand. Significant interest was shown not only for new John Deere marine engine applications, but also for parts and service support from existing users of these engines.

"There was strong interest from the public in all the brands actually," said Marine Group Manager Michael Blair.

"As usual, we talked to a number of long-time Yanmar customers, some of whom we see just about every year at the Sanctuary Cove Boat show. Many travel from interstate and even overseas, so it is always great to catch up as there is no doubt many of these customers are fantastic ambassadors for the brand," Michael said.

"Repowers and custom new boat projects continue to be the main stay of our Yanmar business and we continue to dominate these segments thanks to an excellent range of both pleasure craft and commercial engines".

"But there was also quite a bit of interest in our John Deere range and of course lots of questions about the Torqeedo electric propulsion outboard product. There's always been a lot of interest in the electric outboards at these recreational-focused boat shows and it continues to grow as the Torqeedo brand is leading the way to revolutionize electric mobility on the water."

MASE generators and PSS shaft seal products were also proudly displayed and again the level of enquiry regarding these high-quality brands more than justifies the effort made to display them according to Michael.

"It rained a lot during the show, but so too new orders were raining in for the Power Equipment team!" said Michael. "We certainly have had a busy couple of weeks following up enquiries since the show for which we are grateful."

More than 300 exhibitors make up the SCIBS experience and with 600-plus boats, (both on water, trailered and portable varieties), Australia's favourite boat show returned to its pre-Covid years scale.

Recreational boating is now more popular than ever in Australia and Power Equipment's ever-strengthening suite of brands are proving to be a worthy drawcard whilst getting valuable promotion at these boating events.



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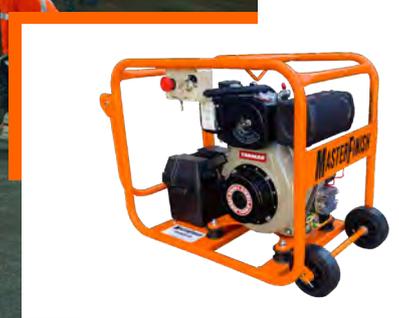
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Sydney's WestConnex tunnel – diesel-powered twin-beam screed is in use on the WestConnex project, a job which has also relied on Yanmar-powered trowel machines and drive units.



A.G. Pulie gives concreters “what they want” with **YANMAR**

Established in 1951, concreting tool provider A.G. Pulie has been using Yanmars in a range of its machinery for more than ten years.

If you've been providing tools to Australian trades for nearly 70 years, there's a fair chance you know the demands of those workplaces. Welcome to the world of A.G. Pulie, providers of tools to the concreting and associated trades for many decades.

A.G. Pulie have been using Yanmars since 2011. Considering Yanmar was the first company in the world to successfully commercialise small and practical diesel engines in 1933, there are some nice parallels between these two industrial providers.

Paul Hasenkam, General Manager of A.G. Pulie talks it straight, and knows what his customers demand from their equipment.

“If it's not powered by a (another particular brand of petrol engine) or a Yanmar, they just won't buy it,” says Paul.

Since switching to Yanmar diesels, A.G. Pulie haven't looked back and can now rely on the tough, efficient brilliance of the air-cooled Yanmar L48.

They are used in their drive units for pumping and vibration tool equipment, (interesting fact: concrete vibration shafts vibrate at up

to 16,000rpm!), and are also an option on the company's H-series and MF-series of walk-behind trowelling machines.

They have also recently added the brilliant new electric-start version of the L48 to their drive units – an option that will make life even easier on the job for concreters across the country!

Easy to get going in either pull or electric start options, the L48 is a vertical cylinder, 4-cycle air-cooled 4.2hp engine, that is, quite simply, the small industrial diesel that can't be beaten on the job.

This low vibration, low noise direct injection baby of the Yanmar industrial workhorse range has earned a reputation as an engine that can stand up to hard work – and hard conditions.

Paul says the switch to Yanmar's L48 diesel for the company's Masterfinish drive units, pumping and walk-behind trowelling machines was initially driven by demands for tougher, more reliable engines in the remote northern Australia market.

There are not too many more demanding places for the “wet trades” than northern Australia in the summer months, but as many users of the L48 have found out, there aren't many tougher engines either.

Requirements for underground works has also led an increase in demand for diesel-powered light industrial machines. Efficient, low-emissions diesels like those provided by the Yanmar range are proving a real winner in this regard.

Rated to work in ambient temperatures up to 60 degrees celcius, it's no surprise this engine is solving problems in the toughest of environments.

The L48 Yanmar can be found all over the country, working machines of every kind you can probably imagine – even running all year on watering pumps and bore pumps across some of Australia's biggest cattle properties.

Explore A.G. Pulie's range of brands and products at www.agpulie.com.au



YANMAR L-Series Compact Diesel Engine

Cruising is easy, frugal and faster with **YANMAR** powered catamarans

Yanmar 4JH5E engines continue to deliver some of the best fuel consumption, reliability and performance in their class – and they're simple to service! It's no wonder then that cruising yacht owners and boat builders of all kinds are still demanding this superb little marine diesel for new installations and repowers alike.

The Yanmar 4JH5E is a 54 horsepower, 2.19 litre naturally-aspirated diesel engine that is a long-proven performer in cruising yachts and other vessels in either saildrive or traditional shaft applications.

Two significantly different catamarans – built 20 years apart by the same boat builder – are currently cruising the east coast of Australia

with new 4JH5E Yanmars and proving the value of installing this brilliant diesel engine.

Andy and Greta Baker bought their 1999 Chincogan-built 52ft SV Catchus just over two years ago and opted for more horsepower via a refit with new Yanmar 4JH5E engines in February this year.

Meanwhile the builder of Catchus and the man behind Chincogan for nearly 30 years, Peter Coram and his wife Ruth, launched their own 10.6m power cat called Comfortably Numb, with exactly the same engines onboard.



SV Catchus

The Chincogan-built Catchus is no slouch – and now has all the push she needs under engine power.

In her original sea trials, Catchus achieved 26 knots under sail in strong conditions – a seriously quick effort for any sailing vessel, let alone 52ft of cruising catamaran.



MV Catchus in full flight under sail

Andy and Greta were keen to renew the auxiliaries in SV Catchus, particularly considering the vessel was to become their new travelling home on the water.

The Yanmars already onboard since the boat was new were still reliable and doing the job they were installed to do, but more horsepower was in order for Andy and Greta's beautiful cruising machine and they opted for simple and light Yanmar 4JH5E engines to bring their diesel power up to 54hp per hull.

As with all Yanmar marine engines in this series, the 4JH5E is a favourite of cruising yachties and boat builders alike. It's relatively light weight, (just 201kg), and small dimensions, (less than 900mm long, with gearbox!), make for a sweet fit in cat hulls.

Andy is particularly impressed with the optional electronic controls fitted during the installation on his new Yanmars and says "docking is certainly much easier with these".

Superb delivery of torque would be helping dockside too, with nearly 160Nm of it available at just 1,600rpm. Yet while the torque curve from the 4JH5E is relatively flat, it's power and fuel consumption are where this engine brings all its moves together.

That superb torque delivery shows its worth in how the 4JH5E's now propel Catchus at higher



Andy & Greta enjoying the sunset aboard MV Catchus

revs too, with a top speed under engines of 11.8 knots according to Andy.

"We get a good 7.5 to 8 knots at 1,800rpm now, which is more than enough," Andy states.

At those revs, the Yanmars are using less than 3 litres per hour per engine – and that's motoring economy that is pretty hard to beat.

MV Comfortably Numb

Meanwhile, at the time of writing, Catchus builder Peter Coram is talking to Power Equipment from Hamilton Island marina in his own retirement home on the water, MV Comfortably Numb.



MV Comfortably Numb cruising QLD's waters

"Years ago, when I was a young fella, I put a Yanmar in a carvel hull fishing boat," Peter recalls of his first association with the brand.

"I kicked around for years in Western Port Bay, (near Phillip Island, Victoria), and it always stuck with me that Yanmars were always the lightest-blocked engines and their reliability was just unbeatable."

Fast forward to Peter's boat building years and you are looking at an impressive stable of 26 cruising catamarans – all with Yanmar as Peter's engine of choice.



The Yanmars being installed in MV Comfortably Numb

Comfortably Numb is Peter and wife Ruth's retirement home on the water and has been fitted with 4JH5E Yanmars, just like Catchus.

As a builder of incredibly well-performing catamarans however, Peter wasn't about to let a power cat design dictate big fuel bills.

"I believe power cats are the way to go," explained Peter, "but we changed the layout of this one to put some more cockpit into it for Australian conditions."

"I wanted the boat to do one litre per nautical mile per engine, and it's achieved that!" Peter says resolutely.

Peter knows how to build an efficient, light hull and Comfortably Numb's 3.5 tonnes in total dry weight displacement has helped its Yanmars deliver extraordinarily efficient performance for a live-aboard power cat.

With well over 150 hours already run on his new 4JH5E's, Peter couldn't be happier with their performance and finds Yanmars an easy engine to work with.

"You don't have to be a rocket scientist to service them, it's all easy to get at and do," explained this experienced boatman.

A customer who turned into a friend

Peter has also found Power Equipment an easy supplier to work with and liaised with Queensland's Ray Harris for all the Yanmar engines in his builds over the years.

"Ever since Peter started buying Yanmars for his boats we've had a good relationship – over the years I've become friends with Peter and his wife Ruth."

Peter's enthusiasm for Yanmars is perhaps best described in his own words;

"I love the reliability of course, but my favourite part is opening an engine hatch while they are running at cruising revs – they just sit there like sewing machines, completely still with no vibrations."

"You could sit a cup of tea on the heat exchangers and not spill a drop!" Peter says.

"And in all those years, with all those builds, I've never had anyone have any major problems or question why I use Yanmars in all my boats – I think that speaks for itself."

Whilst Hamilton Island marina had been an enjoyable stopover for Peter and Ruth, they are hoping to catch up with Andy and Greta further north on the QLD coast. Either way, they look forward to their Yanmars taking them at least as far as Cairns and back down the coast to Tasmania for lots of exploring.

Hopefully there are plenty of un-spilled cups of tea along the way Peter and Ruth!



YANMAR 4JH5E
54hp / 39.6kW @ 3000rpm

Torqueedo wins Work Boat World Award for the second year in a row



Jochen Czabke, Senior Vice President of Product Development & Global Service, with Torqueedo's 2022 Work Boat World award. Below: A Torqueedo powered barge in action

Torqueedo has been selected for a Work Boat World Award for the second year in a row. Baird Maritime, the publishers of Work Boat World, named Torqueedo as "Best Electric Outboard Supplier".

Jochen Czabke, Senior Vice President Product Development and Global Service for Torqueedo GmbH, stated: "At Torqueedo, we're building the future of sustainable marine propulsion. It's gratifying to have our products and company recognized for excellence by Work Boat World. The commercial marine market is very demanding when it comes to product quality and durability. But, it's also where some of the greatest gains can be realized by going electric. Electrification reduces maintenance, noise and emissions, while increasing crew and passenger safety, health and enjoyment."

Torqueedo has provided emission-free electric drive systems for a wide variety of

commercial marine applications. Electric passenger ferries are shuttling commuters in Bangkok and enabling access to education and healthcare for members of the Achuar tribe in Ecuador. Efinor's Sea Cleaner and the Circular Explorer are keeping plastic pollution from reaching our oceans.



Electric drives deliver high torque at low rpm, perfect for heavy-duty applications. Emission-free autonomous vessels are used to collect ocean data and track sea-level rise,

and in Canada, lobster fishing boats save fuel and reduce their carbon footprint by using electric outboards while tending their traps. Ports and marinas are reducing fuel and maintenance costs by switching to electric workboats. Boat rentals and eco-tourism operations are also increasingly choosing electric power for their fleets. "Even lifeboats, rescue boats, and wind farm support vessels are being converted to battery-electric or hybrid systems," said Czabke. "The light commercial fleet is leading the way toward a more sustainable blue economy."

Torqueedo provides electric and hybrid drive systems from 0.5kW up to 200kW of power. "Torqueedo has been building electric drives since 2005. We know how to build in the durability and reliability required by professional mariners."

Check out the full range of Torqueedo engines at powerequipment.com.au/torqueedo



Travel 1103C
3hp (equivalent)

Cruise 3.0
6hp (equivalent)

Cruise 12.0
25hp equivalent

Deep Blue 50
80hp equivalent



JOSH CONNOR

**A CUSTOMER FIRST FOCUS
FOR OUR NEW NATIONAL
SPARE PARTS MANAGER**

Recently promoted to the position of National Spare Parts Manager, Josh Connor has taken on his new role with a sense of purpose and customer satisfaction.

Josh is based at our head office in Lynbrook (Melbourne), and oversees our entire national spare parts operation. And with hundreds of thousands of products to manage, you can bet it's a big role to fill.

It's a challenge that Josh has taken head on. Josh has over 25 years experience in spare parts and service, working with a range of diesel engines including Mercedes-Benz, Mack Trucks and Iveco, just to name a few.

With so much industry experience, Josh is fully aware of the need for speed and accuracy in getting the parts to where they need to be, as quickly as possible. This is extremely important when parts are needed to keep an operation running.

"We recently had a customer who was installing new equipment in their brand new manufacturing facility. We managed to deliver the part within a few hours, and even provided some technical assistance to ensure the installation went smoothly." Josh says about a recent success story.

While Josh's parts background provides the basis for his success and understanding, it's

his technical knowledge and passion for engines that makes all the difference.

"I love my cars and four wheel drives, and spend a bit of time tinkering around so I know just a little bit" Josh says with a smile.

"Sometimes we get a customer request an odd part or something they have never ordered before, and the team are always alert to any orders out of the ordinary. We do our best to get in touch and make sure the part is actually going to solve the issue."

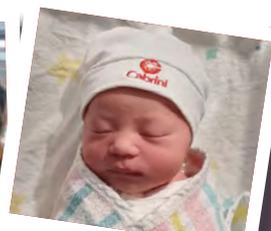
We welcome Josh to his new role and hope our customers get to experience Josh's positive customer support and problem solving abilities, as much as we have thus far.



*It's a
girl!*



Mum, Dad & Babs



Naomi Avril Foster

A big congratulations to Luke and Katie Foster on the safe and healthy arrival of Naomi Avril Foster, born 12/7/2022.

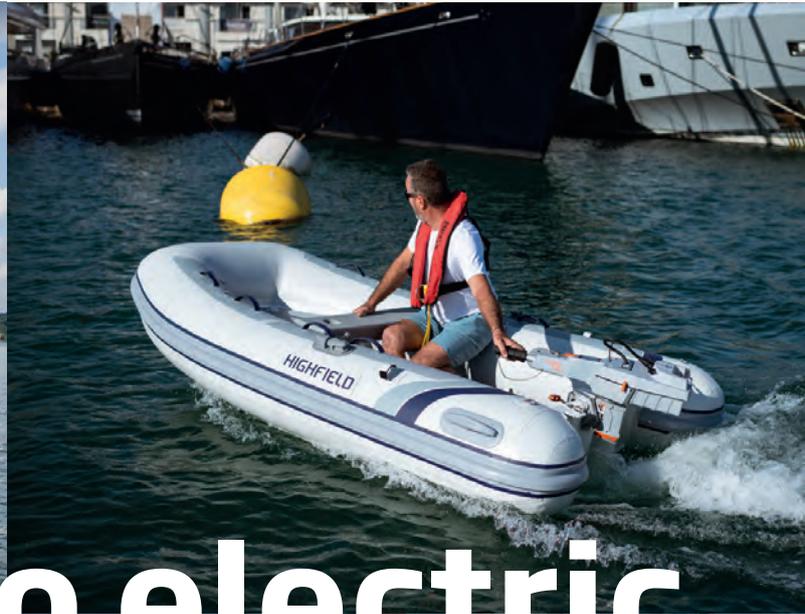


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- + No smoke
- + Wide range for far distances
- + Superb usability with a wealth of smart features
- + Zero fuel
- + Zero emissions

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