

## Yanmar Gives Fisherman His Mojo Back

By any measure Mark Parkes is a fishing tragic. Mark openly acknowledges that he is obsessed by the lure of heading offshore to enjoy the solitude of the open ocean in his quest to land blue water game fish.



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And to achieve all of this Mark of course depends on a quality hull and engine combination. Over the years he has owned a string of boats from 15ft through to a 33ft fly bridge cruiser.



Mark Parkes current boat, Mojo, is a stunning 7.2m (23.6') Cairns Custom Craft bridge deck plate hull machine. Power comes in the form of a Yanmar 6LPA-STZP2 (315hp) engine matched to a Bravo 3X drive.

While the boat was launched barely two years ago, the Yanmar is the second engine to have graced the engine bay. The original 4 cylinder diesel engine (non-Yanmar) was incorrectly specified for the task and simply was too small.

“Although I took the advice of the engine supplier involved,” Mark lamented, “it was just too small and the boat was underpowered. It struggled to get on the plane and then worked hard to stay there. There simply wasn’t enough torque or power to do the job.”

It was then that Mark approached Nick Marsden (Power Equipments Nth QLD Area Manager) who is based in Townsville and started to get some well founded advice.

“Since I first got in touch with Nick and the Yanmar team, I’ve never looked back,” Mark Parkes said. “Not only did they fully appreciate my predicament but they had a solution and worked with me and on a great deal to re-power Mojo.”

The solution to the problem was a Yanmar 6LPA-STZP2 engine which bolted up perfectly to the existing Bravo 3 sterndrive leg.

Yanmar’s sophisticated 6LPA-STZP2 is a true ‘go-fast’ well proven package with a direct injected, turbocharged and intercooled straight 6 cylinder engine pumping out 315mhp at 3800 rpm at the flywheel. The 4 valve per cylinder engine boasts a big 4.2 litre displacement for sustained torque through the mid rev range while still offering an impressive power to weight advantage coming in with a dry weight of 408kgs.

With a new heart, Mojo has been transformed and Mark’s enthusiasm, obviously dented through the experience, is sky high again. When compared to the original engine, the Yanmar delivers an additional 65hp but there is heaps more torque thanks to the bigger displacement of the Yanmar engine, more than 1.9 litres extra in this instance.



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The transformation on the water has been dramatic. The Yanmar 6LPA-STZP2 punches the 3500 kg Mojo onto the plane easily. At wide open throttle the Yanmar spins over at 4,000 RPM for a top speed of 35 knots (64 km/h). Mark reckons that the ideal cruise speed is between 3200 and 3400 rpm with the GPS showing a speed of 27 knots (50 km/h). Fuel consumption is a miserly 18 litres per hour.

“With the Yanmar on board now for 12 months and some 225 hours of trouble free boating behind us, Mojo is a delight. Now we’re going to sea and doing it easily,” Mark said. “We fish some pretty remote areas off Townsville and can be at sea for up to 5 days at a time.”

“But the best news of all is the low fuel consumption. We can head out 70 nm from Townsville, troll all day long then come home 70 nm and use just 100 litres of fuel. That’s real economy for a fisherman.”

As an indication that Mark really has his fishing ‘Mojo’ back, a giant ‘powered by Yanmar’ game fishing mural adorns the bait prep bench in the cockpit. The accolades for Yanmar don’t come much better than this!

Power Equipment is the exclusive and authorised Australian, NZ, PNG and South Pacific distributor of Yanmar Marine and Industrial diesel engines importing product from Yanmar plants in Japan, Asia, USA and Europe. With an extensive marine dealer and branch network, Power Equipment has the expertise and experience to assist boat owners and boat builders for both new installations and repowers. Power Equipment also distribute the Yanmar powered MASE diesel marine generators range, JCB Industrial Engines and Gori high quality folding sailboat propellers.

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