



## Yanmar Re-Power – Going Quicker on Less Fuel

When pro fisherman Paul Sullivan decided to move up from his trusty aluminium trailer boat to a genuine sea going commercial fishing boat, he factored in an engine re-power from the outset.



Operating out of Fisherman's

Wharf on Sydney Harbour, Paul Sullivan describes himself as a commercial fish trapper. His fishing grounds are within 10 nm off the coast and stretch from Cronulla in the south to Broken Bay up north. Each trip runs to about nine or ten hours at sea.

Initially Paul considered purchasing a new boat, but the \$600,000 price tag was off putting. Then he came across an ex WA cray boat, operating out of Ulladulla. The 1981 Randell 47 was priced right, and with the modifications required, plus a fresh engine, the boat would be on the water and ready for work at roughly half the price of a new boat of the same size.

"In buying the Randall, I factored in a re-power from the outset," Paul said. "The engine was original, but it was old technology and would have been noisy, thirsty and expensive to run, not to mention the oil leaks. The principal

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cost in commercial fishing is fuel, so my plan was to spend a bit up front to save a heap over the ensuing years.”

Paul Sullivan researched his engine alternatives and quickly learnt that Yanmar was THE brand of choice amongst pro fishermen.



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“Other fishermen in the industry that I know kept raving about Yanmar,” Paul said. “People kept referring to the incredible fuel savings associated with Yanmar, their quiet operation and uncomplicated maintenance requirements. I settled on the 6HYM-ETE model.”

Once acquired, the Randall, Rachael E, was shipped down to Craig Hurst at Bermagui (who is an authorized Yanmar Dealer) for the re-power and associated hull work to be undertaken.



Craig has carved an enviable reputation along the East Coast as a Yanmar re-power specialist. His approach to the project certainly won Paul as an enthusiastic advocate.

“Craig decided to completely strip out the engine room and begin the re-power with an empty room. The installation is an absolute work of art – it is spotlessly clean, neat and simple.”

Paul also had a MASE 6.5 Kva gen set fitted in the engine room. This was needed to power the big floodlights and deck lights on board which are mainly used at the start of the day when leaving port in the early hours of the morning. The cabin also has a decent fridge and microwave oven, so 240 volts was deemed essential.

“I chose MASE simply because it was powered by a Yanmar diesel engine and has the same warranty as the main engine,” Paul commented.

Yanmar’s 6HYM-ETE model engine is a true blue work boat quality engine and includes Yanmar’s latest combustion chamber design named ASSIGN, a system originally pioneered by Yanmar on their large bore, low speed propulsion engines. This technology combined with Yanmar’s own mechanical fuel system has enabled a fuel consumption specification of 201gr/kw/hr at 100% load from the heavy duty 368kw (500mhp) model , a result which is the envy of many other brands and is giving owners something to smile about in the current times of high fuel prices. The 6HYM-ETE offers an emission compliant IMO certified product with full classification to BV/ABS/LR/RINA and NK if required.

This is a 6-in-line cylinder block that displaces 13.733 litres. The induction system features a 24-valve cylinder head design with twin turbo chargers and can be specified with four power ratings between 303kw (412mhp) @1850rpm to 515kw (700mhp) @ 2200rpm, depending on the application and duty cycle proposed. All up weight without a gearbox is 1385 kg.

On the water, this translates to performance and fuel economy that delights Paul Sullivan. Working locally up and down the NSW coast, the “Rachael E” operates most efficiently at 12 knots with the Yanmar spinning over at 1550 RPM. Fuel consumption at this speed is 25 litres per hour. With the fuel tanks holding 1800 litres of fuel, this gives Rachael E 72 hours of range.

“The original engine in Rachael E used 30 litres per hour at 9 knots. It was very thirsty and noisy.”

“I couldn’t be happier with my new Yanmar engine,” Paul Sullivan said. “Now I’m operating 30% faster and using less fuel.”

“The re-power has delivered an excellent outcome – it has been a lot cheaper than buying a new boat, I’m enjoying wonderful fuel economy and reliability with not an oil leak to be seen.”

Power Equipment is the exclusive and authorised Australian, 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 and Gori high quality folding sailboat propellers.

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