

Seapower re-powered this Perth boat with a new MAN i6. The following is the owner's unedited account of the results.



“After many years of running around in our Thomascraft 43 ‘Cloudbreak’ with her original SCANIA DS14 550HP V8, coupled to a Twin Disc gear box, two rebuilds later and slowly but surely losing power all whilst blowing money out the back of the exhaust - it was time for a repower! We considered many options, including selling the boat and buying something else, rebuilding (yet again) the tired old SCANIA, replacing the engine with a second hand commercial motor and even replacing the engine with old technology direct injection ‘Chinese motors’. After careful consideration, we decided to repower with the latest technology MAN i6 800HP common rail engine, with digital throttle and shift. After all, we loved this solidly built to survey West Aussie blue water cruiser, so much so she was worthy of a full driveline repower. Coupled to the i6 was a new ZF-325 gearbox with new 3” shaft, all whilst swinging a new and monstrous 5 blade prop. The MAN i6 was the engine of choice, not only because it offered the best torque/power to weight ratio and efficiency curves, but also because it was competitively priced, thanks to Seapower. After all, why wouldn't one choose the latest technology? By far, the MAN i6 was the best value common rail motor on the market. Fullstop.

The old DS14, although tired was simply not enough power for a 16 Ton boat, pushing Cloudbreak to 16 knots @ 1900RPM. The i6 now pushes Cloudbreak to 25 knots @ 2350RPM, with ease and without boosting the worlds carbon footprint by 50%! At a comfy cruise of 15 knots @ 1650RPM and a 65 Lp/hr fuel burn, I'm a happy owner. I also noticed the i6 was incredibly smooth and quiet which was rather novel. So much so, that you can have a full conversation in the salon at 20+ knots without raising your voice. Incredible really. But the best part of this new driveline is the instantaneous power and torque response you get off the throttle. With the maximum torque being available throughout most of your underway rev range, it really does provide the instant power and braking you require for safe transiting. It makes driving the big girl in heavy seas an absolute walk in the park, with the ability to ride between the waves without the risk of broaching all whilst providing a comfortable and stress free ride for even the most discerning landlubber.

I look forward to giving the hull a soda blast and a fresh coat or two of antifoul before heading off for a fishing trip to the Abrolhos so as to establish a nice set of efficiency figures throughout the entire rev range. Until then, happy boating:)





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The basics...

MAN i6-800hp Marine Engine

Rating – 800hp @ 2300rpm, Light Duty <1000hrs per annum

2nd Generation Common Rail Fuel System ✓

Cubic Capacity – 12.4L ✓

Dry Weight – 1,215kg ✓

Max Torque – 2,674Nm ✓

Low Cost of Ownership ✓



Call the Seapower team to discuss a package for you.

East coast – 0400 147 044

West coast – 0447 977 765



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The Engine Room Experts