



## Tasmanian-built cruiser *Noble Tasman* combines classic design with modern power



*Noble Tasman* combines timeless design with modern power.



Ken Petch installed the PowerTech 6.8L engine himself, with expert support from Steve Shale at Marine Diesel Pty. Ltd.

**D**ramatic coastal scenery, untamed rivers, and pristine forests: Tasmania — or ‘Tassie’ as it is affectionately called by the locals — has some of the cleanest air in the world and rainwater so pure it was shipped to Australian Olympic athletes competing overseas. For Ken Petch from New South Wales, Australia, it is also the home of true shipbuilding artistry.

“I’ve always had a tremendous respect for Tasmanian shipwrights and boat builders,” he says. “They are so committed to quality and finish.” So when Petch bought his 13.4-meter (44-foot) steel cruiser in 2011, he renamed it *Noble Tasman* to show his appreciation of this Tasmanian craftsmanship. While designed by Australian John Anderton (renowned for his comfortable and safe fishing boats), it was built in Tasmania.

### Easy does it for maintenance.

Recently, Petch upgraded *Noble Tasman* with two new engines. “The cruiser’s original main propulsion engine was difficult to access. As I get older, I want a more maintenance-friendly engine that doesn’t need much looking after. Also, the wing (backup) engine vibrated during motor sailing. So I thought, ‘Why not do it properly and replace them both?’”

Fifty years ago, Petch served his apprenticeship in the Motor Vehicle section of the NSW Railways in Sydney. There, he learned a lot about propulsion techniques and engines. With this background, Petch was keen to install the engines he purchased from John Deere marine engine distributor Marine Diesel Pty. Ltd. himself.


### Silent and smooth.

“Steve (Steve Shale from Marine Diesel Pty. Ltd.) was recommended to me by a friend in Queensland. I wanted both engines to be silent, easy to maintain, and to run smoothly. For the main propulsion engine, Steve suggested the 168-kW (225-hp) PowerTech 6068TFM50 engine, and I’m glad to say that it has delivered on all three counts. I have known a lot of marine dealers in my time and have never come across anyone as helpful as Shale. He always took the time to answer my questions or put me on the right path. At the moment, *Noble Tasman*’s top speed lies around 9.5 knots. I’m still playing with the propeller, so I don’t yet have definite figures for fuel efficiency.”

For the wing engine, Petch decided on a customized PowerTech 4024TF270 engine. “We use a dry exhaust system; there’s less to maintain, less to worry about, and no smelly exhaust fumes blown into the saloon.” Petch and Shale reconditioned the existing transmission and connected keel cooling. “Even with a 2-blade Gori propeller, I still manage a speed of 5 knots at 2000 rpm.”

### Top comfort, even in rougher waters.

For Petch, the repower was definitely worth the effort. “*Noble Tasman* holds herself well, even in the rough patches of the Tasmania Sea. Next year, we’re planning a trip to the Wooden Boat Show in Tasmania, then we’ll circumnavigate the island and finally venture to Queensland. I suspect it will all take around three months, and we’ll be very comfortable with the new, silent, and maintenance-friendly engines.”

 Engine distributor: Marine Diesel Pty Ltd  
in Capalaba, Queensland, Australia  
[www.marinediesel.net.au](http://www.marinediesel.net.au)

