



*Mañana* is fit for leisure cruising, today and tomorrow.

# ENJOYING 'TOMORROW,' TODAY

## Australian pleasure yacht *Mañana* gets an engine refit, powering total peace of mind

**N**othing implies perfect relaxation like the Spanish word “mañana” (tomorrow). And when Jeff Foote acquired *Mañana* in 2014, he envisioned himself and his family cruising along the Queensland coast to the Whitsunday Islands on an extended holiday, free of daily responsibilities. But to enjoy *Mañana*, he first needed to take care of business: a power refit.

*Mañana* is an Ocean 44 GRP (glass reinforced plastic) yacht built in the mid-1980s. “We bought her in June 2014. Her family-friendly layout caught our eye: She sleeps six in beds, with up to another four comfortably. The kitchen area has plenty of space for cooking delicious meals, and the rear deck is a great place to entertain. *Mañana* was built in 1983, but her hull is still sound and seaworthy,” says Foote.

### No time to stall!

The engines, however, were in bad repair at the time. “We reconditioned the starboard engine just after we purchased the boat and planned the port engine for later. But one of the engines stalled regularly, so we decided to move the repower forward. Steve Shale (of John Deere marine engine distributor Marine Diesel Pty. Ltd.) was recommended to me by

a family member. I told him I wanted peace of mind with a reliable, fuel-efficient engine; he gave me a choice of three engines. We didn’t want to over-capitalise the boat, so we went with two PowerTech 4045TFM50 engines with a rated power of 112 kW (150 hp),” Foote explains.


To keep overall repower costs down, Marine Diesel delivered a complete engine package that fit perfectly with the existing BorgWarner transmission system, allowing it to be reconditioned and reused. “We supplied suitable bell housings (mounting adaption plates), torsional input couplings and oil cooler kits that had the correct dimensions to enable direct fitment. We often combine off-the-shelf production parts from various manufacturers; it’s just a matter of knowing which ones!” says Shale. “By marrying the BorgWarner transmission with the new engines, we significantly cut costs down.”

### Creative installation

Getting the engines where they belonged took some creative thinking. “We cut a hole into the roof through the flybridge for the engineers to safely lower the engine into the engine room with a crane. The installation of everything went very

smoothly; the only challenge was fitting the new instrument panel wiring harnesses through the vessel’s small cable ducts.”

Although smaller and rated for lower power output than the originals, the new engines have improved the reliability, performance, and overall running costs of *Mañana*. “Sea trial results showed a fuel consumption of approximately 25 liters (6.6 gallons) per hour for the two engines running at 2000 rpm, giving an average speed of 8.5 knots. They are quieter and provide slightly better boat speed. With the new engines, she rides well,” Foote concludes.

 Engine distributor: John Deere Australia; [www.deere.com.au](http://www.deere.com.au)

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



*Mañana* rides well with her twin 112-kW (150-hp) PowerTech 4045TFM50 engines.