

FUEL EFFICIENCY, LOW NOISE

Text Lesly Huffman Photo Matt Hartman



TIM WALTERS

Company: Western Branch Diesel

Location: Portsmouth, VA

Operation: Diesel engine sales, service, and repair

Miss Anne, a tug built in the 1950s, has been repowered with twin Volvo Penta D16C-MH engines. The repower project began in June 2015 when Bill Magann, president, W.F. Magann Corp., approached Western Branch Diesel in Portsmouth, Virginia, about re-energizing Miss Anne.

The new engines have brought revived energy and increased performance to the tug.

“The existing DDC Series 60 engines were aged and Magann wanted to repower the boat to increase power and allow the tug to become involved in more projects,” says Tim Walters, marine sales manager, Western Branch Diesel. “We repowered with the 650-horsepower, 1800-RPM, keel-cooled Volvo Penta D16C-MH. The keel-cooled engine was chosen for its fuel efficiency, weight-to-power ratio, and a complementary size to the available space in the engine room.”

Miss Anne moves construction equipment as well as barges along

the coast, bays, and rivers, and runs a minimum of 50 to 100 hours per week.

“We performed all service and installation on the boat and engine. The main challenge we had was getting enough propeller under the boat. Volvo Penta has provided great customer service to assist us,” says Walters. “Several companies were watching to see how the project went, it could open up a lot of Volvo Penta business for us.”

The engines are approaching 1,000 hours, and so far, there have been no service calls. “I am told they are much more fuel efficient than the engines we removed. The crew especially likes the low noise level,” says Walters.



TECHNICAL SPECS

Name: *Miss Anne*
Length: 65 ft
Beam: 22 ft
Draft: 7 ft
Engines: Twin D16C-MH 650
Type: Tugboat

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QUICK RESPONSE ON THE THROTTLE

Text Lesly Huffman Photo Barbara Proud



PATRICK HARRIS

Company: Pilots' Association for the Bay and River Delaware

Location: Lewes, DE

Operation: State pilot association

JP Virden, a new pilot boat built by Gladding-Hearn for The Pilots' Association for the Bay and River Delaware, was powered with twin Volvo Penta D16-650 horsepower engines.

The boat was brought into service in November 2015 for pilots based out of Lewes, Delaware.

"The crew likes the Volvo engines. The engines are slightly heavier so the boat sits deeper in the water and engine throttle response is quick, without much delay," says Patrick Harris, boatyard director for the Association.

The Association decided on Volvo Penta engines since they readily met the EPA's Tier III emissions standards. The engines have a reputation for reliability, and that was an important factor to the organization as well. The package includes ZF500 gears.

With Daewoo engines in their other

pilot boats, Harris has seen an increase in reliability with the Volvo Penta engines. The engines are usually run around 1,700 RPM and burn an average of 25 gallons per hour. The D16s have accrued about 2,700 hours since put into service two years ago.

"We're hoping the engines continue to be reliable. Eckels Diesel based in Cape May, NJ, has been great with service and support. We've had no problem getting a technician here, or receiving spare parts," says Harris. "I'm expecting extended time between service periods. I'd like 10,000 hours between top-end overhauls, and 20,000 hours before a complete overhaul."

The Pilots' Association has 72 pilots on staff, and an additional pilot station in Philadelphia.



TECHNICAL SPECS

Name: *JP Virden*
Length: 53 ft
Beam: 16 ft 8 in
Draft: 8 ft 4 in
Engines: Twin D16-650
Type: Pilot boat

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PROMISES FULFILLED

Text Lesly Huffman Photo David Ray



WALTER PRAUSE

Company: Charleston Branch Pilots Association
Location: Charleston, SC
Operation: Pilotage and offshore response service for the Port of Charleston

On staff with the Charleston Branch Pilots Association for the past 14 years, Walter Prause, port manager, manages the physical assets of the Association, which requires clear communication with many parties who work together as a team.

“We’re proud of the relationship we have built with the *Fort Ripley* team – Volvo Penta, Superior Diesel, Hunt Design, and Gladding Hearn. We’ve overcome the challenges of being the first pilot boat in the U.S. to use triple IPS drives in a commercial application, and I can say it’s been a success,” says Prause.

Launched in 2014, the Pilots Association, located in South Carolina, had some unique requirements for their new boat, which would operate as an offshore response vessel, a supply boat for ships at anchor, and an additional launch. It would need enough power to operate a fire pump, while having the ability to control and drive the boat, especially in rough conditions.

The *Fort Ripley* has three, IPS 900, D13 700-horsepower engines. The Dynamic Positioning System (DPS) provides fully automatic hands-off precise

station keeping under GPS control.

The ship’s triple-engine configuration provides the power needed, and allows the center engine to decouple from the drive to operate the 3,500-GPM fire pump. The two outboard drives easily maneuver the vessel and control and maintain position automatically using DPS. With more than 5,000 hours on the engines in the last two years, the boat is running well in a high-demand, 24/7 business. Prause has appreciated the enormous amount of resources and attentiveness that Volvo Penta has given to this project.

“Volvo Penta has listened and responded to our concerns, and made sure that their promises are fulfilled. Sometimes the response you get is more important than any problem,” says Prause. “By the end of the year, we will hit the 6,000-hour mark. We’re seeing less fuel burn. The efficiency of the engines gives us the range we need to fulfill the mission of the boat.”



TECHNICAL SPECS

Name: *Fort Ripley*
Length: 62 ft 3 in
Draft: 6 ft 11 in
Beam: 21 ft 3 in
Engines: Triple D13-700
Type: Response and fire vessel

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TAMPA BAY PILOTS ENJOY EASY MANEUVERABILITY

Text Lesly Huffman Photo Jay Carlson

LESLIE HEAD

Company: Tampa Bay Pilots Association

Location: Tampa, FL

Operation: Comprehensive pilotage services for the ports of Tampa, St. Petersburg, and Manatee

The Tampa Bay Pilots Association took delivery of its second Chesapeake Class launch in October—the first in a new generation of Gladding-Hearn Shipbuilding’s mid-sized pilot boats.

The *Manatee* is an all-aluminum pilot boat powered by twin Volvo Penta D11, six-cylinder, EPA Tier 3 diesel engines. Each 2,500-RPM engine is connected to a Volvo Penta IPS propulsion pod, which is fitted with dual forward-facing, counter-rotating propellers and integrated exhaust system, as well as Volvo Penta’s EPS electronic steering and control system.

“The engines are performing well. We’ve been really happy,” says Leslie Head, Tampa Bay Pilots Association station manager. “The engines are quiet and the boat is easily maneuvered.”

The *Manatee’s* engines and performance

package help staff to safely on and off board pilots, as well as to ensure a ship’s travel in and out of the Tampa Bay ship channel without incident. The EPS control system and three-axis joystick increases the boat’s overall maneuverability around tight-docking and limited-water areas.

The latest improvements incorporate the performance benefits of Volvo Penta’s IPS 2 pod system. The IPS 2 system was created to improve the performance and the arrangement of planing hulls, like pilot boats. This new generation of Chesapeake launches, named Chesapeake Class MKII, are equipped with the IPS 2 pods, which provide higher speeds, lower fuel consumption, and more comfort.



TECHNICAL SPECS

Name: *Manatee*
Length: 53’
Draft: 4’ 8”
Beam: 18’
Engines: Twin D11-IPS650
Type: Pilot boat

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AN ENGINE THAT LASTS

Text Lesly Huffman Photo Stacy Geiken

PHIL HAVLICEK

Company: Reel Time Charters

Location: San Francisco, CA

Operation: Tourism and charter boat



Phil Havlicek, captain of Reel Time and owner of Reel Time Charters, LLC, chose twin Volvo Penta D6-330 horsepower engines for his 2000 Cabo Express boat.



TECHNICAL SPECS

Name: *Reel Time*
Length: 31 ft
Beam: 12 ft, 6 in
Draft: 2 ft, 6 in
Engine: Twin D6-330
Type: Passenger vessel

Helmut's Marine, located in San Rafael, California, performed the repower. "Previously, I had Yanmar mechanical 350 horsepower, turbo-charged engines. They were good engines for their time, but lacked low-end torque and were not clean burning," says Havlicek. "With the Volvo Penta engines, I have picked up fuel efficiency, I'm not seeing any smoke, and they are quiet. I'm getting extra knots on the top end and most importantly a lot of low-end torque."

He states that the Volvo reputation and prior experience with the company, as well as his relationship with Helmut at Helmut's Marine, drove him to choose a Volvo Penta engine.

"I have always had a good working relationship with Helmut. He goes the extra mile for me. Nadine, his daughter, is the service manager so it feels like a "family" experience. She has done a wonderful job taking care of my project," says Havlicek. "I received a grant from the Bay Area Air Quality Management District for the repower. Nadine and her husband Nate seamlessly handled the coordination between the District, Helmut's Marine, and Reel Time Charters. I have a state-of-the-art boat that should last me well into my next stage of life."

Havlicek uses the vessel for salmon fishing, eco tours, sightseeing, and memorials at sea. Reel Time has 500 hours on its engines, since being put back into service in July 2017.

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D4 PERFORMS WELL IN RECYCLED RHIB

Text Lesly Huffman Photo Fred Greaves



JOE COOK

Company: U.S. Forest Service

Location: Lake Tahoe, CA

Operation: Patrol and fire suppression

About two years ago, the USFS acquired two late-80s rigid hull inflatable boats (RHIB) for free through the military surplus program at a substantial savings to taxpayers, and recycled them for use on Lake Tahoe and Shasta Lake.

The U.S. Forest Service (USFS) Law Enforcement patrols the eastern shore and beaches of Lake Tahoe, and are responsible for fire suppression. Many times, the areas we need to get to are not accessible by road,” said Joe Cook, patrol captain with the USFS, Tahoe National Forest and Lake Tahoe Basin Management Unit. “The newly repowered Zodiac boat has a Volvo Penta D4 225-horsepower engine, which combined with the drivetrain, weight, and torque allows us to get up to speed, and cross wakes easily with stability.”

“USFS looked at retrofitting them with the same type of Volvo Penta engines previously in the boat, but in the end the repower made the most sense.”

The Lake Tahoe boat’s repower, performed at Helmut’s Marine in San Rafael, was completed in Fall 2015 with a single D4-225 Aquamatic engine and Glass Cockpit System, which provides a full overview and control of navigation and engine data with touchscreen displays. The boat has a portable water pump with 1,500 feet of hose that allows the USFS to respond to fires on the lake’s eastern shore.

On Lake Tahoe, the boat has been used for training staff, and was taken to the Oroville dam disaster in early 2017. “It has performed excellently. This was the boat everyone wanted to be on during training. We all really noticed how stable the boat was and the power we were getting from the engine.”



TECHNICAL SPECS

Name: USFS Zodiac

Length: 28 ft

Beam: 10 ft

Draft: 3 ft

Engine: D4-225

Type: Patrol boat

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INCREASED TIME BETWEEN STANDARD MAINTENANCE

Text Lesly Huffman Photo Martin Brown



MICAH PHILBROOK

Company: F/V Claire Elizabeth

Location: Cutler, ME

Operation: Commercial lobster boat

Micah Philbrook has been lobster fishing in the waters off Maine for more than 20 years. As captain and owner of the Claire Elizabeth, a 50-foot fishing vessel built by Little River Boat Shop, he is enjoying his newly built boat, and the Volvo Penta D16 750 that's providing its power.

Philbrook has had Volvo Penta engines in previous boats, and having had good luck with them, he selected Volvo Penta once again for the *Claire Elizabeth*.

"My previous engines both had more than 15,000 hours on them with very few problems, therefore I felt comfortable purchasing a Volvo again. I'm enjoying my new D16, it performs well, and is pushing the boat along quickly and effectively," says Philbrook. "There also is improved fuel efficiency with this engine as an added benefit."

Philbrook explained that with his old engines he could expect oil changes at

the 200–250 hour mark. Now, he doesn't need an oil change until about 400 hours.

"It's been nice to have longer intervals between oil and filter changes, and it's a cost savings," says Philbrook. "The engine came with a 10,000-hour warranty. I have two Volvo Penta dealers nearby, Billings Diesel and Marine, where I purchased the engine, and Thomaston Boat & Engine. They are both very helpful for service and parts or any questions. I haven't had to have any work done, except standard oil and filter changes. The engines have been absolutely great, awesome."

The *Claire Elizabeth* has around 1,050 hours on its engine and typically runs 2,000 hours in a year.



TECHNICAL SPECS

Name: Claire Elizabeth

Length: 50 ft

Beam: 19 ft, 6 in

Draft: 5 ft

Engine: D16-750

Type: Lobster boat

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DADDY'S PRINCESS POWERED UP

Text Lesly Huffman Photo Dave Sciabarasi



JUSTIN BRULAND

Company: Miss Christina, Inc.
Location: Marathon, FL
Operation: Commercial crab boat

Justin Bruland, owner of Daddy's Princess, a lobster and crab boat in Marathon, Florida, has given his 1978 Peninsula Marine renewed power with the installation of twin Volvo Penta D13-700 horsepower engines.

Daddy's Princess was added as the second boat to the fleet in 2015. Bruland runs the business with his dad, Raymond Bruland.

"Dan Noble at FDDA came down and showed us the engines. He told me that Volvo Penta was going to be reliable. We've been very happy," says Bruland. "We've had great service with FDDA, Hugh Green is very knowledgeable about what we could expect. He made things happen."

The repower was performed by FDDA, a Volvo Penta Power Center. Once the engines arrived, the installation was completed within a couple of weeks, and replaced two Detroit Diesel 780-horsepower 12V71s.

Daddy's Princess has about 300 hours on the engines, and runs about 2,000 to 2,500 hours in a year.

"I know the fuel efficiency is going to be tremendous," says Bruland. "I had 1,000 traps on the boat and was able to get out to our fishing spot using about 200 gallons of fuel. In the past I've used about 140 gallons to take 400 traps out. I'm hauling more than double the traps and using only slightly more gas. I can tell I'm going to get great power from these engines."

Bruland shared that the customer service and support from FDDA has been great. He has only experienced a minor issue, which was resolved right away, on a Sunday.



TECHNICAL SPECS

Name: Daddy's Princess
Length: 50 ft, 1 in
Beam: 18 ft, 7 in
Draft: 6 ft, 2 in
Engine: Twin D13-700
Type: Lobster and crab boat

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PUSH BOAT REALIZES FUEL SAVINGS

Text Lesly Huffman Photo Kathy Anderson



ANDY MCKINNEY

Company: McKinney Transportation

Location: Baton Rouge, LA

Operation: Marine transportation service

Based out of Baton Rouge, Louisiana, McKinney Transportation is a family-owned company offering transportation services along the Mississippi River, its tributaries, and the Intracoastal Waterway.

Andy McKinney, owner, repowered the *Jackson McKinney*, which is part of the company's fleet service, with twin D13-500 horsepower engines in April 2016.

"After having several failures with the previous engines, I decided to give Volvo Penta a try," says McKinney. "I knew Mark Ivceovich at Allemand Industries, and after talking through the options, we thought Volvo Penta would be a great fit."

Built in 1981, the *Jackson McKinney* is an inland push boat, one of six in the fleet. It is primarily used for shifting barges in

and around Baton Rouge on the Mississippi River. Businesses that need fleet space while waiting on the locks, grain elevator, or to get into the nearby chemical docks and refineries rely on the company to move and hold their barges.

The Volvo Penta engines turned out to be exactly what was needed in the tug, especially in the engine room. The size of the two engines offered the perfect footprint, as well as provided the horsepower McKinney required.

"Without having exact numbers, I can tell that we have increased fuel efficiency with these engines," says McKinney. "We've had great luck with them so far."



TECHNICAL SPECS

Name: *Jackson McKinney*

Length: 52 ft

Beam: 23 ft

Draft: 9 ft, 6 in

Engine: Twin D13-500

Type: Tugboat

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REDUCED FUEL COSTS

Text Lesly Huffman Photo David Ray



CHRIS BROWN

Company: SC Department of Natural Resources

Location: Charleston, SC

Operation: Fisheries research, primarily the monitoring and assessment of economically valuable fish stocks

The R/V Palmetto, South Carolina Department of Natural Resources' (SCDNR) floating research laboratory, repowered this past summer with twin Volvo Penta D16 MH 600-horsepower engines.

The vessel was completely refitted with Volvo Penta as the engine of choice, with Superior Diesel Inc. (SDI) supporting the maintenance and service of the engines. SDI recommended the engines because of Volvo's competitive pricing over other commercial marine engine manufacturers, and they feel they are the most robust 13- to 16-liter commercial engines on the market, especially at the bottom end.

"I have nothing but good things to say about the Volvos. The *Palmetto* is performing better than ever, and I have picked up more than two knots at top-end speed," says Palmetto Captain Chris Brown. "We're burning almost half the fuel as our old engines. There is no smoke, even after running at trolling speed for hours."

The combination of fuel savings and added power allows Captain Brown and his crew to conduct research from Cape Hatteras to Palm Beach with no trouble at all. Since the new engines are smaller in size, they've gained additional space in the engine room, which makes service easier.

"We have just passed the 500-hour mark, with 33 days offshore. We are using less lube oil and are leak free. SDI and Volvo Penta are a great fit for the *R/V Palmetto* and the state of South Carolina," says Brown.

Launched in 1987 by the SCDNR, the vessel operates from May to November in depths up to 1,000 feet, and as far as 100 miles off shore, where the crew collects and tests water samples, monitors fish populations in natural and man-made habitats, and more. In the average year, the vessel spends 85 days at sea.



TECHNICAL SPECS

Name: R/V Palmetto

Length: 110 ft

Draft: 7 ft

Beam: 26 ft

Engines: Twin D16-600

Type: Research vessel

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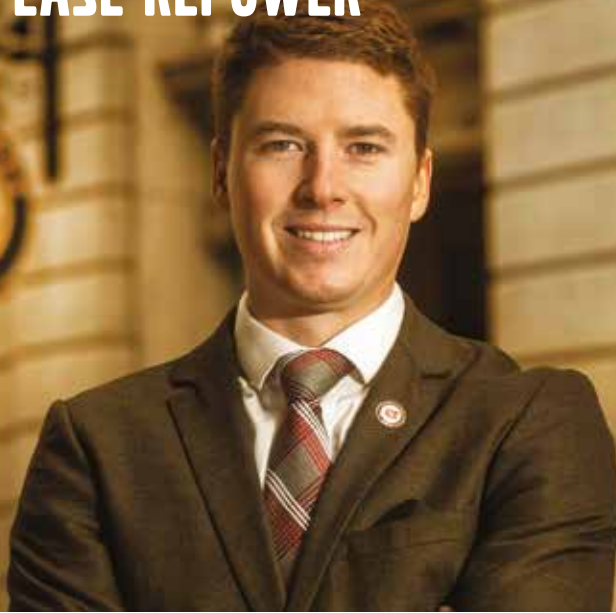
**VOLVO
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QUICK SOLUTIONS EASE REPOWER

Text Lesly Huffman Photo Francis Vachon

LOÏC HAMEL

Company: Croisières AML
Location: Quebec, Canada
Operation: Excursion and whale watching cruises, dinner cruises



Based in Quebec, Canada, Croisières AML (AML Cruises) is a family-owned cruise/excursion company established in 1972.

The company is operating 17 boats this year, which sail from 10 ports in the province of Quebec. The cruises offer a unique whale-watching, sightseeing experience for more than 500,000 people annually.

Over the past few years, Croisières AML has been installing Volvo Penta engines as they repower the vessels in their fleet. In 2015, the *AML Zéphyr*, a 325-passenger whale-watching vessel that cruises the Saguenay-St-Lawrence marine park from Baie-Ste-Catherine, was ready to be repowered.

Loïc Hamel, vice president of operations, chose Volvo Penta engines for the *Zéphyr* based on the success of the *Grand Fleuve*, a 700-passenger whale-watching ship repowered with twin Volvo Penta D16 750-horsepower engines in 2012.

With just weeks before the beginning of the 2015 season, Hamel worked closely with Volvo Penta and Wajax Power Systems, a Volvo Penta Power Center, to repower the *Zéphyr* with twin D11 510-horsepower engines.

“Volvo’s staff was able to propose and deliver a solution to our request in a hurry. They quickly provided drawings needed to modify one of the crankshaft pulleys for a special design,” says Hamel. “We have many Volvo Penta engines in our fleet. They have proven to be highly reliable engines. They also offer a good cost of ownership when taking into account the purchase price, maintenance, and fuel consumption.”

Now, with 1,300 hours on the vessel, Croisières AML is reporting that the U.S. EPA Tier 3 engines are running smoothly with low vibration, fuel efficient, and cleaner burning.

“The technology in these engines is a big improvement over the engines they are replacing,” says Hamel. “We’re seeing 15 to 20 percent improvement in fuel economy compared with the old engines. The engines are more compact providing additional space in the engine room, and have increased power.”

Croisières AML has been so satisfied with the performance of Volvo Penta’s engines that they are used to power 22 of the 24 ships in their fleet.



TECHNICAL SPECS

Name: *AML Zéphyr*
Length: 78 ft
Draft: 8 ft 8 in
Beam: 26 ft
Engines: Twin D11-510
Type: Whale-watching, sightseeing

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INCREASED RELIABILITY AND POWER

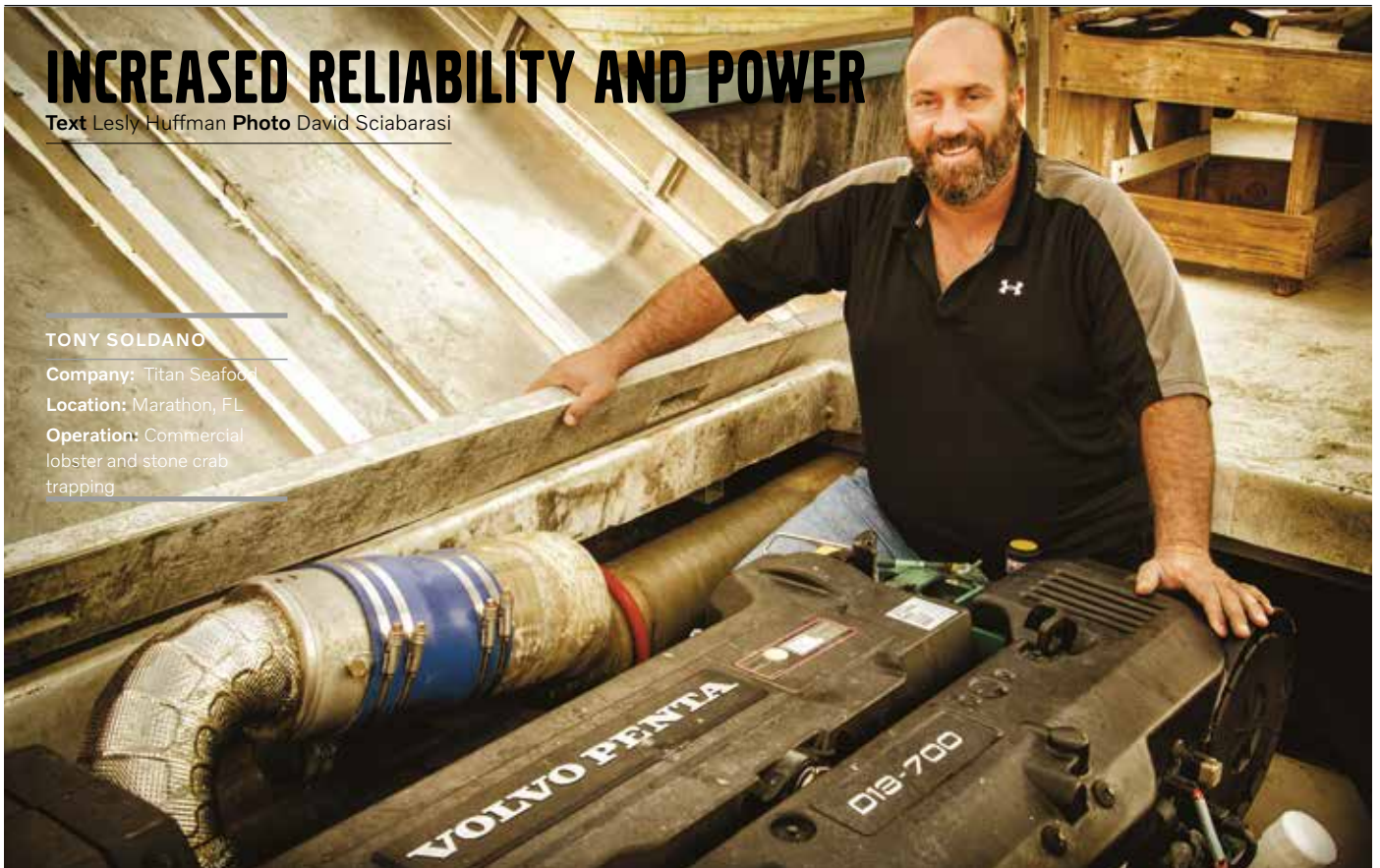
Text Lesly Huffman Photo David Sciabaras

TONY SOLDANO

Company: Titan Seafood

Location: Marathon, FL

Operation: Commercial lobster and stone crab trapping



Based in Marathon, Florida, Titan Seafood's owner Jeremy Smith and boat captain, Tony Soldano, have been fishing for lobster and stone crab for the past eight years.

As their old engine started to require continuous maintenance, they began talking with fisherman in the area about engine choices. "A couple of the guys we talked to were impressed with the Volvo Penta engines," says Soldano. "We also talked with some staff from Florida Detroit Diesel Allison, a Volvo Penta Power Center. After that we decided to repower with a D13 700-horsepower engine."

Along with the promised benefits of fuel and maintenance cost reduction, Soldano and Smith liked the advantages of the Volvo Penta four-stroke engine, as opposed to the two-stroke they currently had on board.

They are seeing improved fuel economy, increased power and reliability, and less maintenance. The repower

was completed in August 2016 and they now have about 500 hours on the engine. The vessel will run around 2,000 hours per year for Titan Seafood.

"We like how the engine is put together and the reduced maintenance schedule," says Soldano. "The warranty is better with this engine, and there is plenty of parts availability." So far they haven't encountered any problems with their D13, and have found that FDDA's staff has been continuously available for questions.

"We had to make a decision about whether to rebuild our old engine, or install a new engine, and we didn't know what to do," says Smith. "I'm glad we decided to repower with the Volvo Penta. I can't speak enough about the quality of the motor. After fishing all day, the last thing we want to do is work on the boat at night. We haven't had to do that."



TECHNICAL SPECS

Name: Titan Seafood

Length: 40 ft

Draft: 4 ft

Beam: 14 ft

Engine: D13-700

Type: Commercial fishing boat

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VOLVO PENTA

RELIABILITY OFFERS TRUE SAVINGS

Text Lesly Huffman Photo Jay Carlson



JEFF KRANTZ

Company: Seabreeze Parasailing

Location: Honolulu, HI

Operation: Water entertainment/
water sports company

Jeff Krantz, owner and operator of Seabreeze Parasailing located in Honolulu, Hawaii, powers his three parasailing boats with D6 330-horsepower inboard/outboard duoprop Volvo Penta engines.

Krantz, who started his business in 1986, makes his boats' equipment and design decisions with the success of his organization and happiness of his riders in mind. The boats are primarily used for parasailing and sightseeing, so customer comfort is paramount.

Also, he needs reliability from his engine and parts. As a commercial operator, dependable equipment is critical to avoid loss of revenue and unhappy customers.

"I've always liked the reliability of the Volvo Penta engines. I evaluated the reviews from other operators and liked that Volvo stood behind their outdrives," says Krantz. "They provide two drives with the engine as part of their parasailing package. Unbelievably, one of our boat's

engines is actually at the 5,000 hour mark with the original outdrive."

Krantz explains this is quite unique, and that the drive should be studied because its longevity is unheard of for outdrives. He also is seeing a 20 to 30 percent fuel savings, but finds his true savings comes from the engines' dependability.

"The engines have been nothing but spectacular. There is no smoke or smell from the engines, which is very important to a pleasurable experience for our customers," says Krantz. "The D6 series is an incredible motor, we've had one minor repair. Besides that, zero problems."

Krantz works with Helmut's Marine in California for repairs and has been happy with their service. Custom boat builder, Cheetah Boats, based in Lake Havasu, Arizona, built his three boats, the K1, K2, and K3.



TECHNICAL SPECS

Name: K1

Length: 34 ft

Draft: 3 ft 6 in

Beam: 8 ft 6 in

Engine: D6-330

Type: Parasailing boat

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**VOLVO
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VOLVO PENTA'S COMMITMENT

Text Lesly Huffman Photo David Sciabarasi

JEROME YOUNG

Company: Trinity Lobster Company

Location: Marathon, FL

Operation: Multi-boat commercial lobster and stone crab trapping

Tilly Mac

Repowered with a Volvo Penta D16 MH 750-horsepower engine last summer, the *Tilly Mac*, a commercial lobster boat owned by Jerome Young, has performed as promised during its first few months at sea.

Volvo Penta's D16 engine had a lot of low-end torque that we needed to swing a big wheel – a 36-by-36 4-blade nibral. We didn't want to have to overcome a lack of torque with a different ratio gear or with big horsepower," says Young. "We haul more than 20,000 pounds of gear at any one time and we need to be able to push our boats to plane at this weight. The D16 had the torque and horsepower that perfectly and efficiently fit our needs."

Following the recommended maintenance plan, Young is seeing a reduction in costs through fewer oil changes, going from once a month to every three months, and increased time between regular maintenance. "The savings from the reduced schedule adds up. Between oil, fuel, and maintenance savings, the engine will pay for itself over time," says Young. Young

will put about 200 hours a month on the engine during the nine-month season. The *Tilly Mac* currently has 300 hours.

He adds that his engine is burning cleaner than the previous engine. With the old motor under a heavy load, the engine was inefficient and produced excessive smoke. With the Volvo Penta engine, he's had no smoke and a clean stern.

"Everything that Volvo Penta promised has come true," says Young. "I was concerned that being down in the Florida Keys I'd have trouble getting service and parts. So far, they've lived up to their commitment. Florida Detroit Diesel Allison has provided service within 24 hours."

Young has two additional boats running on Volvo Penta engines, a 43-foot commercial lobster boat in its second season with a D12 550-horsepower engine, and a 40-foot commercial fishing boat with twin D6 330-horsepower engines that is currently in sea trials.



TECHNICAL SPECS

Name: *Tilly Mac*
Length: 45 ft
Draft: 3 ft 6 in
Beam: 17 ft
Engine: D16 MH 750
Type: Commercial lobster boat

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**VOLVO
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IMPROVED ENGINE RESPONSE

Text Lesly Huffman Photo Stacy Geiken



KEN STAGNARO

Company: Stagnaro Charter Boats

Location: Santa Cruz, CA

Operation: Whale Watching, deep sea fishing, bay cruises for public and private events

What started as a search for a cleaner-burning U.S. EPA Tier 3 engine, ended with the purchase of two Volvo Penta D11 625-horsepower engines for Ken Stagnaro's 64-passenger whale-watching vessel, Velocity.

Located in Santa Cruz, California, Stagnaro's company, which has been in business for more than 100 years, has consistently used Caterpillar engines to power their charter boats primarily used for sport fishing, whale watching, and private charters. His previous engines were at 17,000 hours and he felt it was time to look at repowering the boat. Stagnaro also wanted to take advantage of California's clean diesel grants available to boat owners who repower with Tier 3 engines.

"I did research on all of the marine commercial engines available. Out of the engines I researched, none offered the rating, RPM, weight, and dimensions that I was looking for," says Stagnaro. "A friend of mine recommended the Volvo Penta marine engines so I investigated them, and decided on the twin D11s."

With more than 3,000 hours on the engines in the last two seasons, Stagnaro has been happy with the results. He has enjoyed the additional space in the engine room, improved engine response due to increased horsepower, and has had very little maintenance beyond recommended oil changes.

"The boat is faster with the additional horsepower. It gets up to speed more quickly when I have passengers loaded," says Stagnaro. "I especially like the electronic vessel control (EVC) with push button interface to synchronize the engines. It comes with the package, and it's been really nice."

Stagnaro recently purchased another charter boat, *Legacy*, with twin Volvo Penta D9 engines already installed. This has been especially convenient for him as the two boats have engines with common parts and design. With more than 1,200 hours in the first season, *Legacy's* engines haven't required any work.



TECHNICAL SPECS

Name: Velocity

Length: 60 ft

Draft: 5 ft

Beam: 18 ft

Engines: Twin D11-625

Type: Sport fishing, whale-watching

Learn More at volvopenta.us/marinecommercial

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**VOLVO
PENTA**

QUALITY COMES THROUGH

Text Lesly Huffman Photo Martin Brown

GREG SANBORN

Company: Billings Diesel and Marine

Location: Stonington, ME

Operation: Full service boat yard serving the Maine coast specializing in marine diesel engine sales and service

Billings Diesel, established in 1966, is a full-service boat yard well equipped and dedicated to every phase of boat maintenance.

We have been a dealer for Volvo Penta engines for 30 years. The engines are a quality product," says

Greg Sanborn, service manager at Billings Diesel and Marine located in Stonington, Maine. "They have a strong presence in the marine commercial market."

The shop typically works on lobster boats, yachts, commercial vessels, and fishing boats, and expects to sell four to eight Volvo Penta engines this year through repowers and new builds.

"We install the D16, D13, and D11 engines. Customer feedback has been positive during the past two years concerning how they are running, their lower fuel consumption, and that they are cleaner-burning engines," says Sanborn.

One of Billings Diesel's recent projects was a 2015 build, the *Bugcatcha*, a 41-foot lobster boat based in Port Clyde, Maine. The boat's owner, Gerry Cushman, had a Volvo Penta 63 for 28 years in his previous boat, which was serviced by Billings Diesel. Based on the success of

and great experience with that engine, he chose a Volvo Penta for his new boat. The *Bugcatcha* is on the water everyday powered by a D13 700-horsepower engine, and is running well with only routine maintenance required. According to Cushman, Billings Diesel knows the engine inside and out.

"Honestly, most of the boat owners only care that their engine is running well and that they are getting great fuel consumption," says Sanborn. "They don't want any downtime. They just need to be on the water working."

Billings Diesel also sponsored the annual Stonington Lobster Boat Races this past summer. During the race, boat owners needed their boats working hard, but they were there for fun. The *Uncle's UFO*, a lobster boat successfully repowered by Billings Diesel won the Diesel Class J (551 to 700 horsepower, 36 feet to 39 feet, 11 inches) race. The legendary motoring skills of 86-year-old, Andy Gove, and the superb performance of his Volvo Penta D13 allowed him to ace the competition.



TECHNICAL SPECS

Name: *Bugcatcha*

Length: 41 ft

Draft: 4 ft 6 in

Beam: 12 ft 6 in

Engine: D13-700

Type: Commercial lobster boat

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**VOLVO
PENTA**

VOLVO PENTA D13S REPOWER MAID OF THE MIST

Text Lesly Huffman Photo Scott Gable



JON SCHULTZ

Company: Maid of the Mist

Location: Niagara Falls, NY

Operation: Tourist boats at the base of Niagara Falls

The well-known tourist boats, Maid of the Mist VI and VII, provided 1.4 million passengers an opportunity to view Niagara Falls in 2015.

Maid of the Mist VI, an all-steel, 80-foot, 145-ton ship was repowered this year with two, six-cylinder Volvo Penta D13 MH 400-horsepower, keelcooled engines with Twin Disc MG5114DC transmission @ 3.43:1 gears.

When engine repower talks began in May 2013, Volvo Penta engines were the first choice of the Maid of the Mist staff. Though there were some challenges at delivery, a winter snowstorm, as well as engine room modifications that were needed to meet the size of the engine and gears, the engines were successfully mounted and perfectly aligned with the existing propeller shafts.

Jon Schultz, vice president of operations, Maid of the Mist, who has been with the company more than 50 years, comments on the project.

“The installation team did a great job putting the engines in place. The engines are performing well. We have been happy over the years with Volvo Penta engines, and didn’t look at any other engines for the repower.”

Now, the engines have more than 1,900 hours on them. Maid of the Mist captains have been pleased with the performance of the engines and the new electronic controls, which allow the engines to be very responsive.

“The new D13s burn cleaner and are more efficient. There is no black smoke on the stern,” says Schultz. “Volvo Penta has serviced us very well. We’ve stayed with the company because if there is a problem they are responsive.”

According to Schultz, the *Maid of the Mist VII* will be repowered with the same engine package in December.



TECHNICAL SPECS

Company: Maid of the Mist

Location: Niagara Falls, NY

Operation: Tourist boats at the base of Niagara Falls

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**VOLVO
PENTA**

DIIS PROVIDE NEEDED POWER FOR OCEAN WORK

Text Lesly Huffman Photo Ann Johansson



MIKE CONNOLLY

Company: LA County Sheriff's Department

Location: Los Angeles, CA

Operation: Patrols LA County coast, search and rescue

Patrol boat, Ocean Rescue I, was just delivered to the Los Angeles County Sheriff's Department repowered with twin, six-cylinder D11 625-horsepower engines.

All Purpose Marine in Long Beach completed the repower, with Helmut's Marine, a Volvo Penta Power Center in San Rafael, supplying the engines.

The vessel, primarily used by Sheriff's Department officers for patrolling LA County's coastline and search-and-rescue, was built in 2006 and will operate about 15–20 hours per week.

Mike Connolly, retired lieutenant, LA County Sheriff's Department, says, "The engines are working well. We chose the

Volvo Penta engines because they are EPA Tier 3 compliant and run at low RPM with high horsepower, and they are known for their reliability."

The high torque at low RPM allows rapid acceleration to plane, which is important for safety, fuel consumption, and comfort. Because of the enhanced power and torque characteristics, the engine excels in driveability.

The boat's performance also is improved thanks to the impressive power-to-weight ratio. The officers have been happy with the new engines and their available power.



TECHNICAL SPECS

Name: *Ocean Rescue I*

Length: 47'

Draft: 3'

Beam: 14'

Engines: Twin D11-625

Type: Patrol boat

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volvopenta.us/marinecommercial

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**VOLVO
PENTA**

SUBSTANTIAL FUEL SAVINGS FOR SHRIMP BOATS

Text Lesly Huffman Photo Greg Phelps

GREG LONDRIE

Company: Zimco Marine

Location: Brownsville, TX

Operation: Marine service and supply company

Zimco Marine, a marine service and supply company based in Brownsville, Texas, has turned to Volvo Penta to repower six shrimp boats over the last few years.

It began in 2013 when the *Santa Monica* and the *Hermosa Cruz* were repowered with D13 MH engines.

When initially considering engines for repowering the vessels, the Volvo Penta engines had the horsepower range that the shrimpers needed, while meeting EPA emission standards.

Greg Londrie, vice president of Zimco, chose to replace the old engines with the Volvo Penta six-cylinder diesels, which were several hundred pounds lighter and smaller in size, making the engine room less cramped and resulting in substantial fuel savings.

The two repowered shrimp boats have more than 7,000 hours and have shown both financial and performance benefits.

The company calculates the fuel savings at 20-24 percent over the original CAT 3408 engines.

The shrimp boat captains note a different feeling at the helm, stating that the engines work harder at lower engine speeds than the previous engines. The Volvo engines also were found to have better acceleration and more torque at lower RPM—in addition to being more reliable, quieter, lighter, and smaller.

With the success of the *Santa Monica* and *Hermosa Cruz*, Zimco Marine has been repowering two boats per year with the same Volvo Penta engine package.

“The Volvo Penta engines are running well,” says Londrie. “Our intent is to repower two more boats in January.”



TECHNICAL SPECS

Name: *Santa Monica*

Length: 72'

Draft: 12'

Beam: 20'

Engines: Twin D13MH-400

Type: Commercial shrimp boat

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**VOLVO
PENTA**

BUNNY CLARK'S ENGINE IMPROVES BOTTOM LINE

Text Lesly Huffman Photo Kindra Clineff

TIM TOWER

Company: Bunny Clark Corporation

Location: Ogunquit, ME

Operation: Deep-sea fishing trips off the coast of Maine

Tim Tower, president of the Bunny Clark Corporation, who runs deep-sea fishing trips in Maine, has been happy with his decision to repower the Bunny Clark with a Volvo Penta six-cylinder D13-700.

Since the boat has been repowered, Tower is realizing almost two knots more cruising speed on every trip despite running the boat between 2,000 and 2,050 RPMs, lower than the recommended 2,100.

"The torque value is higher on the upper end. This makes it much easier to get to the fishing grounds. It also is more fuel efficient by about 10 percent," says Tower. "In real-time costs we spent \$78,000 last year with the 163P for 215 fishing trips. With 197 fishing trips this year, the drop in fuel prices this season, and the fuel savings with the new engine, we saved a real-time value of \$38,000. I can't tell you

how much was due to the engine, but it was very significant."

Tower states there is no exhaust smell or grime to clean up on the stern. With every other engine, his crew used special detergents to clean the stern after every trip. He doesn't stock the detergents anymore because they haven't had to use them.

"I'm very pleased with the engine, which now has 998 hours. It is by far the best of the six engines I have had in that boat since she was launched in 1983. It is the quietest of the six, including the 120 Volvo and the 163P Volvo," says Tower. "I have had good luck with my other engines. I just like this one better so far."



TECHNICAL SPECS

Name: *Bunny Clark*
Length: 46'
Draft: 4' 6"
Beam: 14'
Engine: D13-700
Type: Deep-sea fishing boat

Learn More at
volvopenta.us/marinecommercial

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**VOLVO
PENTA**

VOLVO PENTA D13—A SUCCESSFUL SOLUTION

Text Lesly Huffman Photo Martin Brown

BRYON FLETCHER

Company: Harley Marine

Location: Seattle, WA

Operation: Marine transportation services along the West Coast, Alaska, New York Harbour, and the Gulf Coast



Harley Marine, located in Seattle, Washington, recently commissioned two petroleum barges with the first now operating on the West Coast.

The Articulated Tug Barges are 83,000 barrel capacity and will be some of the largest vessels in the Harley Fleet. Harley Marine is focused on safety, environmental protection, and customer service, and these new double-hull vessels follow their values by incorporating equipment to meet these standards.

The barge includes two, radiator-cooled, 400-horsepower Volvo Penta D13 MH engines packaged into power units by Pacific Marine Power. The D13 power units are used to drive vertical petroleum pumps, which transfer the cargo off the barge. In addition three, radiator-cooled Volvo Penta D13 MG diesel generator sets provide up to 1188 kWe of power through the paralleling switchgear to power a nitrogen generating system.

“We are using the Volvo engines to operate both our cargo pumps and the three large generators required for the inert gas system,” says Bryon Fletcher, regional director of petroleum barge

operations at Harley Marine. “We are really happy with the engines in both applications. They are smooth and surprisingly quiet for relatively large engines.”

Volvo Penta was able to increase the safety of the equipment supplied by using marine engines with radiator cooling. These engines ensure low surface temperatures in compliance with ABS and SOLAS standards and oil/fuel leak protection. Volvo Penta has set the standard in the barge industry with these engines for safety and environmental protection.

“Once we commissioned the vessel, we really haven’t had any reason to look back. Our supplier, Pacific Power Products, customized the engine packages for our specific needs and application,” says Fletcher. “They also supplied some great initial training for our crews.”

The second barge’s engines and generator sets are being readied for delivery in January, and the barge is planned for launch this spring. Harley Marine operates five barges in total.



TECHNICAL SPECS

Name: *Jake Shearer*

Length: 116’

Draft: 14’

Beam: 36’

Engines: Twin D13MH-400

Type: Tug barge

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**VOLVO
PENTA**

ELIZABETH GRACE LOBSTER BOAT ENGINE IS A CATCH

Text Lesly Huffman Photo Martin Brown



JAY CLOUGH

Company: Elizabeth Grace Fishing
Location: Stonington, ME
Operation: Commercial lobster boat

Just completed in September 2015, Jay Clough's new lobster boat, Elizabeth Grace, is performing perfectly.

Powered by a D13 700-horsepower Volvo Penta engine, supplied and serviced by Billings Diesel, the boat now has about 180 hours on its engine.

When he ordered his new 38 Calvin from Maine's SW Boatworks, Clough from Stonington, Maine, only considered Volvo Penta engines. "I had a Volvo in my last boat," says Clough. "It had 20,000 hours and was still running strong—a great engine."

Though he hasn't put a lot of hours on the new engine, he comments that the vessel is running beautifully, good on fuel

consumption, and quiet. Clough and his two crewmen are on the water about 2,000 hours per year.

"It's incredible how smooth and quiet this engine is," says Clough. "You hardly know it's running when you're idling; and there's no vibration at all when you're steaming." Clough typically runs his D13 at an easy 17-knot cruise, burning between 17 and 18 gallons an hour. "It's a comfortable speed and the D13's hardly working at all."

At the time of purchase, Clough was pleased with the engine warranty offered by Volvo Penta and comments that this was a deciding factor. "Volvo Penta's offer beat everyone else."



TECHNICAL SPECS

Name: Elizabeth Grace
Length: 38' 9"
Draft: 5'
Beam: 15' 3"
Engine: D13-700
Type: Lobster boat

Learn More at
volvopenta.us/marinecommercial

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**VOLVO
PENTA**

PUSH BOAT RENEWED THROUGH REPOWER

Text Lesly Huffman Photo Kathy Anderson

LISA EYMARD

Company: Eymard Brothers
Towing

Location: Harvey, LA

Operation: Family-owned towing
and vessel construction

The Pearl C. Eymard is enjoying a second life made possible by a recent repower.

The Twin Screw push boat was built in 1977, and was repowered with twin Volvo Penta D16 MH diesel engines in October 2014.

Gary Eymard, owner of Eymard Brothers Towing in Harvey, Louisiana, also owns the boat and led the *Pearl's* repower project. The new EPA Tier II diesel engines have improved the boat's horsepower from 1,000 to 1,300, and increased fuel efficiency.

"We've been very happy with the engines," says Lisa Eymard, chief financial officer, Eymard Brothers Towing. "The boat has had only a few days off since the repower, and has had no problems."

The *Pearl* is currently being used in Destrehan, Louisiana, pushing barges in and out of the ADM Grain Elevator.

"It was a pleasure to work with Allemand Industries, the Volvo Penta Power Center, that supplied us with the engines. We are happy with the performance and fuel efficiency we've seen from them," says Eymard.

The engine choice was made based on the success they had with the same engines in the *Ted Kayser*, which were installed in December 2012 for Kathryn Rae Towing.

The *Pearl's* engines have more than 8,000 hours.



TECHNICAL SPECS

Name: *Pearl C. Eymard*
Length: 60'
Draft: 9'
Beam: 24'
Engines: Twin D16MH-650
Type: Push boat

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**VOLVO
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POWER ON DEMAND

Text Lesly Huffman/Lindsay Shrewsberry Photo David Ray

JOHN CAMERON

Company: Southeast Ocean Response Services

Location: Charleston, SC

Operation: Offshore emergency response for firefighting, salvage and emergency, as well as additional launch for Charleston Harbor Pilots, providing coverage between Morehead City, North Carolina, and St. Augustine,

Fort Ripley, a new offshore emergency response craft, in service in Charleston, South Carolina, is the first commercial vessel in North America to be powered by triple Volvo Penta IPS drives.

The vessel, operated by Southeast Ocean Response Services, allows ships to meet federal requirements for rapid offshore firefighting, as well as salvage and emergency response, providing coverage between Morehead City, North Carolina, and St. Augustine, Florida. It will also serve as a fireboat in Charleston Harbor, a supply boat for ships at anchor, and an additional launch for the Charleston Harbor Pilots and other marine operators in the region.

Why Volvo Penta?

“We chose the Volvo Penta triple IPS system because it has the power we need to get offshore to the scene of an incident rapidly, while also having the versatility to provide dedicated power to the fire pump as needed,” says John Cameron, president, Southeast Ocean Response Services. “Certainly, the predicted 30

percent improved fuel efficiency, which we actually exceeded in trials, along with the EPA Tier 3 technology, made this system the obvious choice.”

The new boat is equipped with three IPS drives, each powered by a commercially rated Volvo Penta D13-700 diesel engine. The Dynamic Positioning System (DPS) provides fully automatic hands-off precise station-keeping under GPS control. The triple engine configuration allows the center engine to decouple from the drive and power a 3,500-GPM fire pump, while the two outboard drives easily maneuver the vessel or maintain position automatically using DPS.

The result

“The responsiveness of these engines to serve up power on demand with virtually no lag is a critical safety element of boarding ships at sea. The IPS system

delivers quickly and reliably. After safety, I’d have to say the fuel economy is impressive. Volvo predicted a 30 percent savings and we would have been happy to come close. We’re seeing 32–34 percent savings since August,” says Cameron. “After that, I’d have to mention how quietly and smoothly the engines are running. Everyone on the boat is more comfortable.”

Cameron states that, “the company has been impressed with Volvo’s support from the beginning. Being the first to offer this system up to the Coast Guard for approval in an inspected vessel, Volvo’s been by our side all the way, and now we’re taking their system to sea. They’re still right there with us, fine tuning the package.”

Learn More at volvopenta.us/marinecommercial

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**VOLVO
PENTA**

A VOLVO PENTA IPS FIRST

Text Lesly Huffman/Lindsay Shrewsberry Photo Ellen Harasimowicz



CHRIS BAKER

Company: Massachusetts Environmental Police

Location: Boston, MA

Operation: Patrol coastal communities encompassing nearly 1,500 square miles, as well as offshore enforcement adding 2,500 square miles of territorial waters.

Thomas Paine, the new 50-foot, aluminum patrol boat that joined the Massachusetts Environmental Police fleet in July, is the first commercial vessel in North America to be powered by Volvo Penta IPS propulsion.

Why Volvo Penta?
 “We decided to install IPS instead of traditional shafts in the new boat primarily because of its lower fuel consumption and extended cruising range, allowing us to build the boat with a smaller fuel tank, saving space and weight,” said Chris Baker, colonel, Massachusetts Environmental Police. “Because the boat idles a lot on station, the automatic DPS was another critical factor in the decision to go with the Volvo Penta IPS.”

Built by Metal Craft Marine Inc., the new vessel is equipped with twin Volvo Penta D11 510-HP marine diesel engines driving IPS650 steerable drive units.

Power Products, the Volvo Penta Power Center in New England, was responsible for supplying the propulsion system and overseeing installation.

The result

According to Baker, “the underwater exhaust through the pods and the related reduction in both noise and smoke is very impressive particularly at idle or close quarters maneuvering. The reduced noise fatigue on the crew is remarkable as well.” The patrol boat also is realizing better fuel economy, and the cruising speed of 30–33 knots gets officers on scene in less time.

The Volvo Penta IPS consists of a steerable underwater drive unit with two forward-facing, counter-rotating propellers. The drive units pull the boat

rather than pushing it through the water, thereby increasing efficiency.

Baker also noted that the Dynamic Positioning System (DPS) with the pods is impressive. Automated station keeping, through the DPS, allows the operator to go “hands off” and gives the crew another set of eyes and hands, if needed, when conducting law enforcement operations.

The *Thomas Paine* is the latest addition to the Massachusetts Environmental Police fleet. The Coastal Enforcement Bureau is responsible for patrolling more than 4,000 square miles of coastal and territorial waters. They conduct investigations of illegal fishing practices, marine theft cases, and enforcement of boating laws, including registration and titling requirements.

AN EASY CHOICE

Text Lesly Huffman Photo Steve Budman



DAVID JORDAN

Company: Norfolk by Boat, Inc.

Location: Portsmouth, VA

Operation: Passenger ferries traveling daily between Norfolk, Virginia and Portsmouth, Virginia.



Since the repower of the Elizabeth River Ferry III, the Hampton Road Transit's ferry captains have chosen it as their favorite vessel for control and

Why Volvo Penta? "In my years in business, only a few companies that I have worked with are exceptional—possessing talent, integrity, and passion. These companies are driven by devotion to their product, their company, and their customer," says David Jordan, president, Norfolk By Boat, Inc., and operator, Elizabeth River Ferry Service. "This extraordinary relationship is what the Elizabeth River Ferry Service is enjoying with Volvo Penta."

The *Elizabeth River Ferry III*, operated by Norfolk by Boat for Hampton Road Transit (HRT), is one of three 150-passenger ferries on the Elizabeth River that travels daily between Norfolk, Virginia and Portsmouth, Virginia. Recently, the vessel was repowered with twin six-cylinder, four-stroke, direct-injected, Volvo Penta D13-400 marine diesel engines.

"The engines, controls, transmissions and propellers Volvo Penta prescribed are a perfect match for this vessel," said Jordan. "She is extremely responsive and handles better than ever."

The result

After the repower, Volvo Penta has continued to work with Norfolk by Boat to fine-tune all aspects of the vessel's output, most importantly improved fuel consumption. After the repower, the ferry's fuel consumption was running about the same as before the repower. Ed Szilagyi, regional sales manager, Volvo Penta, responded by bringing a team of engineers to the site. Szilagyi and his group were able to find the maximum benefit of RPM to fuel consumption. According to Jordan, the group would, "spontaneously go down into the engine room and literally turn wrenches themselves to assure their Volvo engines are installed perfectly."

Now, the ferry is running at the same speed, using less fuel, as well as meeting and exceeding not only industry, but Coast Guard standards.

"What we wanted was the best technology combined with continued high-level customer support and a promise to deliver. That's what we've seen with Volvo Penta," says Jordan.

For control and handling, *Elizabeth River Ferry III* and her new Volvo Penta engines is now the ferry captains' favorite vessel. Add to that the Volvo Penta team's expertise, commitment to excellence and outstanding client service, and that makes Hampton Roads Transit a very happy customer. Volvo Penta has raised the bar in marine power with a product, knowledge base, and level of support that is hard to beat.

Learn More at volvopenta.us/marinecommercial

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**VOLVO
PENTA**

TIME FOR A CHANGE

Text Lesly Huffman Photo Gary Ferber

ROGER THOMAS

Company: *Salty Lady*
(passenger fishing boat)

Location: Sausalito, CA

Operation: Recreational fishing, party/dinner charters, whale-watching and bird-watching trips.

Roger Thomas, captain and owner of Sausalito, California's *Salty Lady* passenger fishing boat, has been working in the San Francisco Bay Area for more than 46 years.

During those years, he's gained a lifetime full of knowledge about boats, as well as experienced enough to know which parts and engines are the best choices for him and his vessel.

Salty Lady, his fourth commercial passenger fishing vessel, a 56-foot Westport, keeps him and his clients out chasing fish, whale watching, and birdwatching year round. In the past, he has used 871 and 892 GMCs, as well as John Deere engines to run his boat. This year, after careful consideration, he repowered the *Salty Lady* with twin D11 510-HP Volvo Penta engines.

Why Volvo Penta?

"I heard great reports from the work boat owners in the area who said that

the Volvo Penta engines have great performance. I decided it was time for a change," says Thomas.

Thomas worked closely with Nate Urciuoli at Helmut's Marine, located in San Rafael, California, for the engine repower, which included a new propulsion package and running gears. They installed two ZF transmission packages, including two four-blade 30"x 29" Ni-Br propellers.

The result

According to Thomas, "The electronic running gears with computer controls are fabulous. I'm extremely happy with the total propulsion package and how efficiently everything is working together."

After the first 1,000 running hours, Thomas has been extremely happy with the engine performance. "The exhaust

system is excellent; no exhaust smoke and super quiet. I am also seeing a positive difference in fuel consumption."

Thomas's clients enjoy recreational fishing for salmon, tuna, rock fish, and more. He also takes passengers on party and dinner charters, as well as whale and bird watching trips. He is president of the Golden Gate Fishermen's Association, chairman of the board of the Golden Gate Salmon Association, and a former member of the Pacific Fisheries Management Council, and a member of many advisory panels.

Learn More at volvopenta.us/marinecommercial

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**VOLVO
PENTA**

LOTS OF POWER WITH NO DRAMA

Text Lesly Huffman Photo Christine McAvoy

JASON KROTT

Company: Port Metro Vancouver

Location: Vancouver, BC

Operation: Patrol and safeguard Canada's largest port, covering nearly 400 miles of shore line within the Burrard Inlet and Fraser River.

The eyes and ears of Port Metro Vancouver's daily patrol, the officers piloting two new vessels featuring twin Volvo Penta D9-500 diesels, safeguard the largest port in Canada, covering nearly 400 miles of shore line within the Burrard Inlet and Fraser River.

“**T**hough we have less than 100 hours on each vessel, the engines have been trouble free,” says Captain Jason Krott, boatmaster/operations and security, Port Metro Vancouver. “They provide lots of power and do it quietly and without drama.”

Why Volvo Penta?

The engines were installed with ZF 286 IV transmissions with 2.01 to 1, which are working well with 27"x 36" Veem propellers. “We were able to meet our ‘green’ goals by installing Tier 3 engines, which have more horsepower than our other vessels, and the engines should show better fuel consumption,” says Krott. “The controls and digital display are very impressive and easy to use, and an improvement over the old

design we have in our current vessels.” Currently, the Port Metro Vancouver has seven vessels, five of which use Volvo Penta power.

Captain Krott worked closely with Steve Daigle, Daigle Welding & Marine, who strongly recommended the Volvo Penta engines. “We choose Volvo Penta because they have developed a good working relationship with our company over the past 28 years. They have good support in British Columbia for their product through dealers in most towns and cities on the west coast, and Volvo engines are competitively priced.”

The result

Krott states that the engines are quiet, which was a major consideration during the build, and have lots of torque. With 1,000 HP, the engines pop the vessel out

of the hole and onto plane in less than 10 seconds, quickly bringing the vessel up to 30 knots at wide open throttle.

“We typically cruise at 24 knots at 2,300 RPM. We're also seeing less vibration at idle, which we do a lot of. I have been operating patrol vessels my entire career and almost all of them have been running Volvo Penta engines,” says Krott. “They are trouble free, hard to break, and have always gotten me home. It was my personal choice for the vessels.”

Some of the many functions of the Port Metro Vancouver include, escorts, patrol, SAR, Deep Sea boardings, stakeholder tours, hazard to navigation management (big logs), security, incident response, and bunker operation inspection.

Learn More at volvopenta.us/marinecommercial

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**VOLVO
PENTA**

SAFE HANDLING, EASY MANEUVERING

Text Lesly Huffman/Lindsay Shrewsberry Photo Liam

DANIEL SCARNECCHIA

Company: New York City
Department of Environmental
Protection

Location: New York, NY

Operation: Provides a critical infrastructure support link for public health and welfare, managing the city of New York wastewater treatment system and surveying the water quality of 576 nautical miles of shoreline and open waterways surrounding the five boroughs of the city of New York.



The new 29 Defiant patrol boat, offered by Metal Shark and equipped with twin Volvo Penta D4-225 stern drives, is officially in service.

Together, the vessel and its new onboard equipment are successfully meeting the needs of the New York City Department of Environmental Protection, offering optimum performance, durability, and maneuverability.

Why Volvo Penta?

Designed specifically for rigorous commercial marine applications, the Volvo Penta D4-225 is a four-cylinder, 3.7-liter engine. The electronically controlled common rail fuel system provides the performance required for applications needing fast acceleration and high top speed. The Volvo Penta DPH Duoprop robust high-speed drives are designed

to handle massive torque forces, while providing high efficiency at all speeds, safe handling, and easy maneuvering.

Daniel Scarnecchia, port superintendent—marine section operations, New York City Environmental Protection, says, “Our current small boat engine inventory is primarily Volvo Penta equipment, so familiarization played a big factor for us. The D4 series engine package is durable, and technical service and support is going to be one phone call versus two for engine/drive related issues.”

The result

“Most of my experience is with older two-cycle equipment, so I am also impressed by a Tier 3 engine that turns over, and allows me to have a

conversation directly adjacent to the running equipment. This application is no different. The equipment is very quiet, virtually no smoke, and offers very good fuel consumption,” says Scarnecchia. “Service access is also pretty good on this equipment, and the engine monitoring equipment is impressive.”

Volvo Penta’s stern drive propulsion options provide a clean transom with easier access to the stern for towing or diver support, as well as excellent performance characteristics in terms of torque, speed, maneuverability, and operator control.

Learn More at
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**VOLVO
PENTA**

CONTINUAL IMPROVEMENT

Text Lesly Huffman Photo John M. Wissocki

MARK BAHR

Company: Marco Island Watersports & Naples Beach Watersports

Location: Marco Island, FL and Naples, FL

Operation: Parasailing excursions, wave runner tours/rental, and dolphin/manatee/shelling cruises.



Since 1981, Marco Island Watersports and Naples Beach Watersports, has endeavored to be Southwest Florida's premier water adventure provider.

With three locations on Marco Island and one in Naples, the company offers excitement-filled parasailing excursions, as well as wave runner tours and rental, and dolphin/manatee/shelling cruises.

Mark Bahr, president, operates five parasailing boats from his two Florida locations. The boats are custom built and made specifically for launching and retrieving parasailors from the back of the boat using a hydraulic winch, which is powered from the four-stroke, direct-injected, aftercooled Volvo Penta D6-330 diesel engine.

Why Volvo Penta?

"We use Volvo Penta six-cylinder D6-330 engines and Volvo DPH outdrives. We can choose any engine we want when ordering a new boat or repowering, but

we always choose Volvo Penta products," says Bahr. "We usually put 5,000 hours on the engine before we replace it with a new one. The engines are known to run without issues for 10,000 hours."

Bahr works with Hugh Green at local dealer, Mattos Marine, who was recommended to him nearly 20 years ago by Larry Cheatum, regional sales manager, Volvo Penta. Green is regarded as one of the most qualified experts in the field, and Bahr feels he has solved any issue he has ever needed to resolve.

The result

"We use Volvo products because of the durability, reliability, and customer support we receive from Volvo dealers and their corporate offices. Volvo has proven to be the most durable product available, which is vital to our success."

Volvo has continued to improve their products annually and Bahr feels he has

benefitted from these advancements. The D6 package has become his package of choice for the commercial parasail vessels, and he feels it is far superior to the prior engines.

He notes that Volvo Penta's customer support has been outstanding as well. He has a longstanding relationship with Bob Crocker, Volvo Penta's manager of product testing, development, and reliability, that began when Bahr became involved with the Commercial Parasail seminars in the 1990s.

"We are currently conducting some testing on Volvo's new DPH outdrives at our parasail operations in Marco Island and Naples. Volvo techs have installed 'data collectors' on our engines to test some new DPH outdrive components," says Bahr.

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LOYAL FOR MORE THAN 24 YEARS

Text Lesly Huffman Photo Christine McAvoy

JEREMY PATTERSON

Company: False Creek Ferries

Location: Granville Island, Vancouver, BC

Operation: Year-round passenger ferry service operating four to seven ferries in the winter season, and 10 ferries during the

False Creek Ferries, a year-round ferry service operating from Granville Island, Vancouver, British Columbia has been a loyal Volvo Penta customer for 24-plus years.

The company operates four to seven ferries during the winter season, and 10 ferries during the summer. As the years go by, the Volvo Penta engines reach their maximum hours and are scheduled for a repower.

Such is the case with the four-stroke inboard D1-30 diesel engine on the *Spirit of George McInnis*, built in 1989 and added to the fleet in 1995. The vessel, which was named after the ferry company's founder, had a D1-30 engine installed in 2006 and was approaching 30,000 hours when it was repowered.

Why Volvo Penta?

"Almost our entire fleet is powered by Volvo Penta engines. We like the engines. They're quiet, smooth, and low emission

so the passengers aren't smelling, hearing, or feeling what we're operating," says Jeremy Patterson, operations manager for False Creek Ferries. "We want the passenger experience to be pleasurable."

Another ferry in their fleet, the *Spirit of Cy Balfry*, also powered by a Volvo Penta D1-30, was approaching the 30,000-hour mark. It wasn't a difficult decision to repower with a new Volvo Penta engine in mid-November.

The result

While the choice of engines isn't typical for a passenger ferry of this size, Patterson's experience is that the engines work well in this application, though they wouldn't typically be considered. He states the propulsion packages run well with the engines too.

"We have Volvo Penta engines installed in 10 of our ferries. Currently, we are using D1-20 and D1-30, three-cylinder, four-stroke, 2,800–3,200 RPM, inboard diesel engines. Last year we installed and repowered four boats with new engines," says Patterson. He states that it is nice to stock only one type of spare parts, which can be used for all of the engines.

The company has four ferries that are not Volvo Penta powered. Patterson stated that of those four, three are diesel, and they expect to convert those to Volvo Penta engines as they need to be replaced.

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