

2011 DIESEL LINEUP

The horsepower ratings and weights for each diesel depend on specific applications — reduction gears, PTOs, running gear, climatic conditions and the like. To determine the output rating most appropriate for your boat, we suggest you contact the distributor or dealer nearest you.

Model	Cyl. Weight (lbs.)	High Output (hp @ rpm)	Med. Duty (hp @ rpm)	Cont. Duty (hp @ rpm)
151-300				
Caterpillar 3056 TA	6 1,312	—	185 @ 2,100	—
Caterpillar 3056 TA	6 1,312	—	205 @ 2,500	—
Caterpillar C7 TA	6 1,760	—	275 @ 2,400	250 @ 2,400
Cummins MerCruiser QSB5.9-230	6 1,350	—	230 @ 2,600	—
Cummins MerCruiser QSM11-300	6 2,610	—	—	300 @ 1,800
Guascor F180-SP	6 5,512	300 @ 2,000	260 @ 1,800	250 @ 1,800
Isuzu UM6HK1WMAB2H	6 1,676	—	300 @ 2,400	—
Isuzu UM4BG1TCX	4 1,160	200 @ 2,800	—	—
Isuzu UM6BG1TCX	6 1,521	282 @ 2,700	—	—
Iveco Motors N40 ENT M25 NEF 250	4 1,080	247 @ 2,800	—	197 @ 2,800
Iveco Motors N67 MNT M28 NEF 280	6 1,334	276 @ 2,800	—	256 @ 2,800
John Deere 6068SFM50	6 1,399	300 @ 2,600	236 @ 2,400	182 @ 2,200
John Deere 6068TFM50	6 1,298	225 @ 2,600	175 @ 2,400	158 @ 2,400
John Deere 6068TFM75	6 1,301	—	201 @ 2,600	158 @ 2,400
MAN D2866LXE40	6 2,248	—	—	255 @ 1,800
MAN D2866LXE47	6 2,248	—	—	296 @ 1,800
Northern Lights/Lugger L1066T	6 1,960	170 @ 2,500	165 @ 2,400	135 @ 2,200
Northern Lights/Lugger L1066A	6 2,155	250 @ 2,400	200 @ 2,200	185 @ 2,400
Northern Lights/Lugger L1066H	6 2,162	275 @ 2,500	250 @ 2,200	—
Perkins Marine Power M185C	6 1,342	—	—	185 @ 2,100
Perkins Marine Power M215C	6 1,342	—	—	215 @ 2,500
Perkins Marine Power M225Ti	6 1,342	—	225 @ 2,500	—
Perkins Marine Power M190C	6 1,543	—	—	190 @ 2,100
Perkins Marine Power M216C	6 1,543	—	—	216 @ 2,400
Perkins Marine Power M250C	6 1,543	—	250 @ 2,400	—

KEY TO MODEL NUMBERS AND CODES: D — Naturally Aspirated; N — Naturally Aspirated; NA — Naturally Aspirated; A (only) — Naturally Aspirated; M — Naturally Aspirated; T — Turbocharged; TA — Turbocharged and Aftercooled; SCA — Separate Circuit Aftercooled; L — Turbocharged and Intercooled; TI — Turbocharged and Intercooled; SM — Turbocharged; SRM — Turbocharged and Intercooled; B — External Air Charge Cooler; C — Internal Air Charge Cooler; E — Split Circuit Cooled. CONVERSION FORMULAS USED: MM to IN — MM (0.03937) = IN; KG to Pounds — KG (2.204) = Pounds; Liters to Cubic Inches — Liters (61.024) = Cubic In.; kW to HP — kW (1.34) = HP; Approximate Total Displacement = 3.14 (Bore/2)(Bore/2)(Stroke)(Number of Cylinders)

Model	Cyl. Weight (lbs.)	High Output (hp @ rpm)	Med. Duty (hp @ rpm)	Cont. Duty (hp @ rpm)
Perkins Marine Power M300C	6 1,543	—	300 @ 2,400	—
Scania DI 12 59 M	6 2,535	—	—	300 @ 1,800
Sisu 620M	6 1,456	300 @ 2,400	250 @ 2,100	220 @ 2,200
Steyr MO164M40	4 569	161 @ 4,000	—	—
Steyr MO166M28	6 717	160 @ 2,800	—	—
Steyr MO196M28	6 673	190 @ 3,500	—	—
Steyr MO236K42	6 673	230 @ 4,200	—	—
Steyr MO256H45	6 710	250 @ 4,500	—	—
Steyr MO256K43	6 710	250 @ 4,300	—	—
Steyr MO286H43	6 732	280 @ 4,300	—	—
Steyr MO306H43WJ	6 732	295 @ 4,300	—	—
Volvo Penta D4-180I	4 1,142	180 @ 2,800	—	—
Volvo Penta D4-225 Stern Drive	4 1,420	225 @ 3,500	—	—
Volvo Penta D4-225I	4 1,142	225 @ 3,500	—	—
Volvo Penta D6-280 Stern Drive	6 1,653	280 @ 3,500	—	—
Volvo Penta D6-280I	6 1,346	280 @ 3,500	—	—
Volvo Penta D9 MH	6 2,370	—	—	300 @ 1,800
Yanmar 4BY2-180	4 551	180 @ 4,000	—	—
Yanmar 4BY2-180Z	4 551	180 @ 4,000	—	—
Yanmar 6BY2-220	6 683	220 @ 4,000	—	—
Yanmar 6BY2-220Z	6 683	220 @ 4,000	—	—
Yanmar 6BY2-260	6 683	260 @ 4,000	—	—
Yanmar 6BY2-260Z	6 683	260 @ 4,000	—	—

301-550 hp

Caterpillar C12 TA	6 2,588	—	385 @ 1,800	340 @ 1,800
Caterpillar C18 TA	6 3,700-4,200	—	479 @ 1,800	454 @ 1,800
Caterpillar C7 ACERT	6 1,760	455 @ 2,800	—	—
Caterpillar C7 TA	6 1,760	370 @ 2,600	315 @ 2,400	—
Caterpillar C9 ACERT TA	6 2,086	503 @ 2,500	—	—
Cummins MerCruiser QSB5.9-305	6 1,350	—	305 @ 2,600	—
Cummins MerCruiser QSB5.9-330	6 1,350	—	330 @ 2,600	—
Cummins MerCruiser QSB5.9-355	6 1,350	—	355 @ 2,800	—

DEAN PRUITT

Madeira Beach, Fla.

If money had been no object for Dean Pruitt, he might have gone with a John Deere when it was time for the Florida longline-grouper fisherman to replace the Detroit Diesel 6-71 in his 51-foot Broad-hull.

But Pruitt is still a Detroit Diesel man. The engine's ease of maintenance, dependability, low cost and parts availability (Pruitt gets his from

Maher Chevrolet in St. Petersburg.) have made the 6-71 legendary in the Gulf of Mexico.

When it's time to repower, a lot of fishermen decide, as did Pruitt, that a rebuilt 6-71, though technologically obsolete, is hard to beat.

"I like them," he says. "I've made a lot of money with them."

Pruitt's old 6-71, a 1954 model, was in the boat for at least 15 years.

"It was just flat wore out," he says, "slinging oil and no oil pressure."

Pruitt's new engine, a refurbished 6-71, is an upgrade that uses the more efficient four-valve head rather than the older two-valve version.



Dean Pruitt

Model	Cyl.	Weight (lbs.)	High Output (hp @ rpm)	Med. Duty (hp @ rpm)	Cont. Duty (hp @ rpm)
Cummins MerCruiser QSB5.9-380	6	1,350	380 @ 3,000	—	—
Cummins MerCruiser QSB5.9-425	6	1,350	425 @ 3,000	—	—
Cummins MerCruiser QSB5.9-440	6	1,350	440 @ 3,400	—	—
Cummins MerCruiser QSB5.9-440	6	1,350	480 @ 3,400	—	—
Cummins MerCruiser QSC8.3-500	6	1,975	500 @ 2,600	—	—
Cummins MerCruiser QSM11-355	6	2,610	—	—	355 @ 1,800
Cummins MerCruiser QSM11-405	6	2,610	—	405 @ 2,100	—
Cummins MerCruiser QSM11-455	6	2,610	—	455 @ 2,100	—
Cummins QSK19-M Tier 2	6	5,430	—	—	500 @ 1,800
Guascor F180TAB-SP	6	5,952	550 @ 1,800	520 @ 1,800	500 @ 1,800
Guascor F180TA-SP	6	5,776	500 @ 2,000	480 @ 1,800	450 @ 1,800
Guascor F180TB-SP	6	5,688	450 @ 1,800	425 @ 1,800	400 @ 1,800
Guascor F180T-SP	6	5,666	415 @ 1,900	400 @ 1,800	380 @ 1,800
Isuzu UM6HK1WVAB3H	6	1,676	350 @ 2,500	—	—
Isuzu UM6WG1TCAA1K	6	3,219	—	—	505 @ 1,800
Isuzu UM6WG1WVAB1K	6	3,220	—	—	505 @ 1,800
Isuzu UM6HE1TCX	6	1,598	344 @ 2,800	—	—
Isuzu UM6SD1TCX	6	2,283	374 @ 2,300	—	—
Iveco Motors C78 ENT M50 Cursor 500	6	2,006	493 @ 2,600	444 @ 2,600	394 @ 2,600
Iveco Motors C78 ENT M55 Cursor550	6	2,006	543 @ 2,600	493 @ 2,600	444 @ 2,600
Iveco Motors N60 ENT M37 NEF 370	6	1,312	365 @ 2,800	—	326 @ 2,800
Iveco Motors N60 ENT M40 NEF 400	6	1,312	394 @ 3,000	365 @ 3,000	326 @ 3,000
Iveco Motors N67 ENT M45 NEF 450	6	1,323	444 @ 3,000	414 @ 3,000	365 @ 3,000
John Deere 6068AFM75	6	1,790	330 @ 2,600	300 @ 2,500	230 @ 2,300
John Deere 6068SFM75	6	1,962	400 @ 2,800	321 @ 2,600	249 @ 2,400
John Deere 6090SFM75	6	2,350	500 @ 2,400	375 @ 2,200	325 @ 2,100
John Deere 6125AFM75	6	3,025	526 @ 2,100	455 @ 2,000	341 @ 1,800
MAN D0836LE402	6	1,609	—	355 @ 2,400	—
MAN D2866LE403	6	2,557	—	493 @ 2,100	—
MAN D2866LXE40	6	2,248	—	—	335 @ 1,800
MAN D2848LE401	8	2,976	—	532 @ 2,100	—

Model	Cyl.	Weight (lbs.)	High Output (hp @ rpm)	Med. Duty (hp @ rpm)	Cont. Duty (hp @ rpm)
MAN D2840LE	10	3,285	—	—	489 @ 1,800
MTU Series 60	6	3,525	—	—	350 @ 1,800
MTU Series 60	6	3,525	—	—	375 @ 1,800
MTU Series 60	6	3,525	—	—	400 @ 1,800
MTU Series 60	6	3,525	—	—	425 @ 1,800
MTU Series 60	6	3,525	—	—	450 @ 1,800
MTU Series 60	6	3,525	—	—	475 @ 1,800
MTU S60	6	3,525	475 @ 2,100	—	—
MTU S60	6	3,525	500 @ 1,800	—	—
MTU S60	6	3,525	535 @ 2,100	—	—
Northern Lights/Lugger L6125H	6	2,867	470 @ 2,300	440 @ 2,200	350 @ 1,800
Northern Lights/Lugger L1276A2	6	3,093	525 @ 2,100	425 @ 2,100	340 @ 1,800
Scania DI 12 59 M	6	2,535	—	—	350 @ 1,800
Scania DI 12 59 M	6	2,535	—	—	400 @ 1,800
Scania DI 12 59 M	6	2,535	—	—	450 @ 1,800
Scania DI 12 65 M	6	2,535	—	320 @ 2,100	—
Scania DI 12 65 M	6	2,535	—	370 @ 2,100	—
Scania DI 12 60 M	6	2,535	—	500 @ 2,100	—
Scania DI 12 60 M	6	2,535	—	525 @ 2,100	—
Scania DI 12 65 M	6	2,535	—	430 @ 2,100	—
Scania DI 12 66 M	6	2,535	550 @ 2,200	—	—
Scania DI 12 69 M	6	2,535	500 @ 2,300	—	—
Scania DI 16 42 M	8	3,417	—	—	525 @ 1,800
Sisu 645M	6	1,680	410 @ 2,100	350 @ 2,100	280 @ 2,000
Volvo Penta D12 MH	6	3,086	—	—	400 @ 1,800
Volvo Penta D12 MH	6	3,086	—	—	450 @ 1,800
Volvo Penta D12 MH	6	3,086	—	500 @ 1,800	—
Volvo Penta D12 MH	6	3,086	—	550 @ 1,900	—
Volvo Penta D6-330I	6	1,346	330 @ 3,500	—	—
Volvo Penta D9 MC	6	2,370	425 @ 2,600	—	—
Volvo Penta D9 MC	6	2,370	500 @ 2,600	—	—
Volvo Penta D9 MH	6	2,370	—	—	355 @ 1,800
Volvo Penta D9 MH	6	2,370	—	—	355 @ 2,200
Volvo Penta D9 MH	6	2,370	—	425 @ 2,200	—
Volvo Penta IPS 400	6	1,903	330 @ 3,500	—	—
Volvo Penta D6-330 Stern Drive	6	1,653	330 @ 3,500	—	—
Yanmar 6LPA-STP2	6	899	315 @ 3,800	—	—
Yanmar 6LPA-STZP2	6	944	315 @ 3,800	—	—
Yanmar 6LY3A-ETP	6	1,411	480 @ 3,300	—	—
Yanmar 6LY3A-STP	6	1,411	440 @ 3,800	—	—
Yanmar 6LY3A-UTP	6	1,411	380 @ 3,300	—	—

“What I didn’t like about the two-valve, it just doesn’t have the horsepower,” he says. “The four-valve head is a little better on fuel.” It produces about 260 horsepower.

A total rebuild on a 6-71 costs about \$7,500. “When you put liners in them, it’s pretty much a new engine,” from which a fisherman can expect to get three to 10 years of service, depending on use and maintenance, Pruitt says.

- **Engine:** Detroit Diesel 6-71N, four-valve head, approximately 260 horsepower
- **Engine hours:** About 3,400 a year.

Pruitt says he has no idea of the total hours on his old engine, “I wouldn’t even want to say.”

- **Marine gear:** Twin Disc 509, 2.5:1 ratio
- **Shaft:** 2 1/2-inch stainless steel
- **Prop:** Four-blade nibral, 31" x 29"
- **Engine maintenance:** Pruitt does routine maintenance, such as changing zincs, oil and filters. That saves about \$100 a trip or \$1,200 a year on labor costs. For major work, he does disassembly and analysis, and then lets a pro do the repair.
- **Annual maintenance cost:** Probably \$1,500 per year on normal maintenance — *Hoyt Childers*

ENGINE OPTIONS

JIMMY CLOSE Gwynn's Island, Va.

Jimmy Close of Gwynn’s Island, Va., works a 47-foot wooden deadrise workboat built by Grover Lee Owens of Deltaville, Va. Close is using his boat to gillnet for dogfish, or “horn dogging” as the locals call it, out of Virginia Beach.

Owens built the boat in 1990, and when Close bought it from another waterman last year, she had a well-used 3406 Caterpillar, rated at 585 horsepower.

“I’ve had two Caterpillars, two Cummins and one John Deere, and I have

Model	Cyl.	Weight (lbs.)	High Output (hp @ rpm)	Med. Duty (hp @ rpm)	Cont. Duty (hp @ rpm)
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551-1,000

Caterpillar C12 ACERT TA	6	2,588	660 @ 2,300	—	—
Caterpillar C12 ACERT TA	6	2,588	705 @ 2,300	—	—
Caterpillar C12 TA	6	2,588	570 @ 2,300	454 @ 2,100	—
Caterpillar C12 TA	6	2,588	600 @ 2,300	490 @ 2,300	—
Caterpillar C15 ACERT TA	6	3,226	800 @ 2,300	—	—
Caterpillar C15 ACERT TA	6	3,226	853 @ 2,300	—	—
Caterpillar C18 ACERT TA	6	3,700-4,200	—	553 @ 2,100	454 @ 1,800
Caterpillar C18 ACERT TA	6	3,700-4,200	873 @ 2,200	600 @ 1,800	479 @ 1,800
Caterpillar C18 TA	6	3,700-4,200	—	553 @ 2,100	587 @ 1,800
Caterpillar C18 TA	6	3,700-4,200	—	600 @ 1,800	—
Caterpillar C18 TA	6	3,700-4,200	—	671 @ 2,100	—
Caterpillar C18 TA	6	3,700-4,200	—	715 @ 2,100	—
Caterpillar C18 TTA	6	3,700-4,200	873 @ 2,200	—	—
Caterpillar C9 ACERT TA	6	2,086	567 @ 2,500	—	—
Caterpillar 3508 TA	8	11,499	—	805 @ 1,300	705 @ 1,200
Caterpillar 3508 TA	8	11,499	—	905 @ 1,600	855 @ 1,600
Caterpillar 3508 TA	8	11,499	—	960 @ 1,800	855 @ 1,800
Caterpillar 3508 TA	8	11,499	—	820 @ 1,300	—
Caterpillar 3508B TA	8	10,181-11,499	—	850 @ 1,200	775 @ 1,200
Caterpillar 3508B TA	8	10,181-11,499	—	960 @ 1,600	855 @ 1,600
Caterpillar 3508B TA	8	10,181-11,499	—	960 @ 1,800	855 @ 1,800
Caterpillar 3508B TA	8	10,181-11,499	—	900 @ 1,200	—
Caterpillar 3508B TA	8	10,181-11,499	—	1,000 @ 1,600	—
Caterpillar 3508C TA	8	10,935	—	850 @ 1,200	775 @ 1,200
Caterpillar 3508C TA	8	10,935	—	900 @ 1,200	—
Cummins MerCruiser QSC8.3-550	6	1,975	550 @ 3,000	—	—
Cummins MerCruiser QSC8.3-600	6	1,975	600 @ 3,000	—	—
Cummins MerCruiser QSM11-610	6	2,620	—	610 @ 2,300	—
Cummins MerCruiser QSM11-645	6	2,620	645 @ 2,300	—	—
Cummins MerCruiser QSM11-670	6	2,620	670 @ 2,300	—	—
Cummins MerCruiser QSM11-715	6	2,620	715 @ 2,500	—	—
Cummins QSK19-M Tier 2	6	5,430	—	—	600 @ 1,800
Cummins QSK19-M Tier 2	6	5,430	—	—	660 @ 1,800
Cummins QSK19-M Tier 2	6	5,430	—	—	700 @ 2,100
Cummins QSK19-M Tier 2	6	5,430	—	—	750 @ 1,800

Model	Cyl.	Weight (lbs.)	High Output (hp @ rpm)	Med. Duty (hp @ rpm)	Cont. Duty (hp @ rpm)
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Cummins K38-M Tier 2	12	9,300	—	—	850 @ 1,800
Guascor SF180TA-SP	6	5,952	648 @ 1,800	619 @ 1,800	589 @ 1,800
Guascor F240TAB-SP	8	7,595	—	670 @ 1,800	650 @ 1,800
Guascor F240TA-SP	8	7,496	640 @ 1,800	620 @ 1,800	600 @ 1,800
Guascor SF240TA-SP	8	7,716	864 @ 1,800	824 @ 1,800	785 @ 1,800
Guascor F360TA-SP	12	10,207	1,000 @ 2,000	960 @ 1,800	900 @ 1,800
Isotta Fraschini 1306T2MS	6	2,068	600 @ 2,400	476 @ 2,300	300 @ 1,800
Isotta Fraschini 1308T2MS	8	2,156	750 @ 2,700	612 @ 2,600	450 @ 2,100
Isuzu UM6WG1TCAA2K	6	3,220	650 @ 2,100	—	—
Isuzu UM6WG1WMAB2K	6	3,220	—	600 @ 2,000	—
Isuzu UM6WG1WMAB3K	6	3,220	670 @ 2,100	—	—
Iveco Motors C13 ENT					
M77 Cursor 770	6	3,042	760 @ 2,300	691 @ 2,300	593 @ 2,300
John Deere 6135SFM75	6	3,362	750 @ 2,200	575 @ 2,000	425 @ 1,800
MAN D2876LE402	6	2,844	—	552 @ 2,100	—
MAN R6-800 CRM	6	2,860	788 @ 2,300	—	—
MAN D2848LE405	8	3,064	—	640 @ 2,100	—
MAN V8—900 CRM	8	3,300	887 @ 2,300	—	—
MAN D2840LE	10	3,483	—	552 @ 2,100	—
MAN D2840LE401	10	3,483	—	641 @ 2,100	—
MAN D2842LE	12	3,792	—	665 @ 2,100	591 @ 1,800
MAN D2842LE401	12	3,792	—	788 @ 2,100	—
MAN D2842LE403	12	3,946	—	—	709 @ 1,800
MAN D2842LE405	12	3,792	—	887 @ 2,100	—
MAN D2842LE412	12	3,946	—	—	788 @ 1,800
MAN D2842LE413	12	3,792	—	984 @ 2,100	—
Mitsubishi S6A3-Y2MPTK	6	4,079	597 @ 1,900	483 @ 1,840	—
Mitsubishi S6B3-Y2MPTK	6	2,889	650 @ 1,650	429 @ 2,000	—
Mitsubishi S6R-Y2MPTK	6	6,417	710 @ 1,400	630 @ 1,600	—
MTU S60	6	3,600	600 @ 2,100	—	—
MTU S60	6	3,600	625 @ 2,300	—	—
MTU S60	6	3,600	740 @ 2,300	—	—
MTU S60	6	3,600	800 @ 2,300	—	—
MTU S60	6	3,600	825 @ 2,300	—	—
MTU S60	6	3,600	—	—	—
MTU 8V2000 M72	8	4,365	—	965 @ 2,250	—
MTU 8V4000 M60	8	9,855	—	—	1,000 @ 1,800
MTU 8V4000 M53R	8	13,030	—	—	1,000 @ 1,600
MTU 12V2000 M61	12	5,985	—	—	805 @ 1,800
Scania DI 12 60 M	6	2,535	—	600 @ 2,100	—
Scania DI 12 66 M	6	2,535	650 @ 2,200	—	—
Scania DI 12 69 M	6	2,535	625 @ 2,300	—	—
Scania DI 12 69 M	6	2,535	700 @ 2,300	—	—
Scania DI 16 42 M	8	3,417	—	575 @ 2,100	—
Scania DI 16 42 M	8	3,417	—	—	600 @ 1,800
Scania DI 16 42 M	8	3,417	—	650 @ 2,100	—
Scania DI 16 42 M	8	3,417	—	700 @ 2,100	—



Jimmy Close

had good service from all of them,” Close says. “When I bought the boat, the motor had 22,400 hours and was wore out. But from my experience with Caterpillars I knew it was a good motor and I had it rebuilt from top to bottom.” He spent \$18,000 for the rebuild.

- **Engine:** Caterpillar 3406, 585 horsepower
- **Engine hours:** 2,500 a year
- **Marine gear:** ZF, 2:1 reduction
- **Shaft:** 2 1/2-inch Aquamet 22
- **Prop:** Four-blade, 34" x 34"
- **Engine maintenance:** Close does all the routine work, like changing the oil. “But by doing it myself, I know it’s done right,” he says. — *Larry Chouning*

LUKE LESTER
Kodiak, Alaska

Nothing against Detroit Diesel, but when Luke Lester, a crab, herring and salmon fisherman from Kodiak saw the opportunity to repower the Raging Beauty under the incentives of Alaska’s Engine Fuel Efficiency Upgrade program, he removed a not-so-old Detroit 8-92 and readied the bilges for a new Scania inline 6.

“The Detroit had only 7,000 hours on it when I pulled it out,” says Lester. “I never really had any problems with it, but fuel consumption was pretty high.”

The Detroit was part of a repower

Model	Cyl.	Weight (lbs.)	High Output (hp @ rpm)	Med. Duty (hp @ rpm)	Cont. Duty (hp @ rpm)
Scania DI 16 42 M	8	3,417	—	750 @ 2,100	—
Scania DI 16 42 M	8	3,417	800 @ 2,200	—	—
Volvo Penta D16 MH	6	3,858	—	—	650 @ 1,800
Volvo Penta D16 MH	6	3,858	—	750 @ 1,900	—
Volvo Penta IPS 1050	6	5060	800 @ 2,300	—	—

1,001-2,000

Caterpillar C18 ACERT TA	6	3,700-4,200	1,001 @ 2,300	670 @ 2,100	—
Caterpillar C18 ACERT TA	6	3,700-4,200	1,136 @ 2,300	715 @ 2,100	—
Caterpillar C18 TTA	6	3,700-4,200	1,001 @ 2,300	—	—
Caterpillar MaK 6 M 20 C	6	11,500	—	—	1,390 @ 900
Caterpillar MaK 6 M 20 C	6	11,500	—	—	1,550 @ 1,000
Caterpillar 3508 TA	8	11,499	1,150 @ 1,800	1,000 @ 1,800	—
Caterpillar 3508B TA	8	10,181-11,499	—	1,050 @ 1,600	1,000 @ 1,600
Caterpillar 3508B TA	8	10,181-11,499	—	1,050 @ 1,800	1,000 @ 1,800
Caterpillar 3508B TA	8	10,181-11,499	—	1,100 @ 1,600	—
Caterpillar 3508B TA	8	10,181-11,499	—	1,100 @ 1,800	—
Caterpillar 3508B TA	8	10,181-11,499	1,400 @ 1,880	1,200 @ 1,785	—
Caterpillar 3508B TA	8	10,181-11,499	1,500 @ 1,925	1,300 @ 1,835	—
Caterpillar 3508C TA	8	10,935	—	1,050 @ 1,600	1,000 @ 1,600
Caterpillar 3508C TA	8	10,935	—	1,100 @ 1,600	—
Caterpillar MaK 8 M 20 C	8	14,500	—	—	1,850 @ 900
Caterpillar 3512 TA	12	14,398-14,411	—	1,301 @ 1,200	1,207 @ 1,200
Caterpillar 3512 TA	12	14,398-14,411	—	1,360 @ 1,600	1,280 @ 1,600
Caterpillar 3512 TA	12	14,398-14,411	—	1,445 @ 1,800	1,280 @ 1,800
Caterpillar 3512 TA	12	14,398-14,411	—	1,408 @ 1,200	—
Caterpillar 3512 TA	12	14,398-14,411	—	1,410 @ 1,600	—
Caterpillar 3512 TA	12	14,398-14,411	1,750 @ 1,800	1,500 @ 1,800	—
Caterpillar 3512B TA	12	14,398-14,411	—	1,155 @ 1,200	1,100 @ 1,200
Caterpillar 3512B TA	12	14,398-14,411	—	1,260 @ 1,200	1,280 @ 1,600
Caterpillar 3512B TA	12	14,398-14,411	—	1,350 @ 1,200	1,300 @ 1,200
Caterpillar 3512B TA	12	14,398-14,411	—	1,360 @ 1,600	1,500 @ 1,600
Caterpillar 3512B TA	12	14,398-14,411	—	1,360 @ 1,800	1,500 @ 1,800
Caterpillar 3512B TA	12	14,398-14,411	—	1,575 @ 1,600	1,500 @ 1,200
Caterpillar 3512B TA	12	14,398-14,411	—	1,575 @ 1,800	1,675 @ 1,600
Caterpillar 3512B TA	12	14,398-14,411	—	1,750 @ 1,600	1,810 @ 1,600
Caterpillar 3512B TA	12	14,398-14,411	—	1,911 @ 1,600	—
Caterpillar 3512B TA	12	14,398-14,411	—	1,210 @ 1,200	—
Caterpillar 3512B TA	12	14,398-14,411	—	1,300 @ 1,200	—
Caterpillar 3512B TA	12	14,398-14,411	—	1,410 @ 1,600	—
Caterpillar 3512B TA	12	14,398-14,411	—	1,410 @ 1,800	—
Caterpillar 3512B TA	12	14,398-14,411	—	1,475 @ 1,200	—
Caterpillar 3512B TA	12	14,398-14,411	—	1,650 @ 1,600	—
Caterpillar 3512B TA	12	14,398-14,411	—	1,650 @ 1,800	—
Caterpillar 3512B TA	12	14,398-14,411	—	1,850 @ 1,600	—
Caterpillar 3512C TA	12	14,400-16,340	—	1,575 @ 1,800	1,500 @ 1,800

Model	Cyl.	Weight (lbs.)	High Output (hp @ rpm)	Med. Duty (hp @ rpm)	Cont. Duty (hp @ rpm)
Caterpillar 3512C TA	12	14,400-16,340	—	1,911 @ 1,600	1,810 @ 1,600
Caterpillar 3512C TA	12	14,400-16,340	—	1,650 @ 1,800	—
Caterpillar C32 ACERT	12	7,100-7,300	—	1,300 @ 2,100	660 @ 1,800
Caterpillar C32 ACERT	12	7,100-7,300	—	1,300 @ 1,800	750 @ 1,800
Caterpillar C32 ACERT	12	7,100-7,300	1,600 @ 2,300	1,450 @ 2,300	850 @ 1,800
Caterpillar C32 ACERT	12	7,100-7,300	—	—	950 @ 1,600
Caterpillar C32 ACERT	12	7,100-7,300	—	—	1,000 @ 1,800
Caterpillar C32 TTA	12	5,800-6,150	1,550 @ 2,300	—	—
Caterpillar C32 TTA	12	5,617-5,803	1,652 @ 2,300	—	—
Caterpillar 3516 TA	16	17,699	—	1,676 @ 1,200	1,603 @ 1,200
Caterpillar 3516 TA	16	17,699	—	1,810 @ 1,600	1,710 @ 1,600
Caterpillar 3516 TA	16	17,699	—	1,920 @ 1,800	1,710 @ 1,800
Caterpillar 3516 TA	16	17,699	—	1,750 @ 1,200	—
Caterpillar 3516B TA	16	17,185-17,699	—	1,750 @ 1,200	1,650 @ 1,200
Caterpillar 3516B TA	16	17,185-17,699	—	1,850 @ 1,200	2,447 @ 1,600
Cummins QSK38-M Tier 212	N/A	—	—	—	1,200 @ 1,800
Cummins QSK38-M Tier 212	N/A	—	—	—	1,350 @ 1,900
Cummins QSK50-M Tier 216	N/A	—	—	—	1,600 @ 1,800
Cummins QSK50-M Tier 216	N/A	—	—	—	1,800 @ 1,900
Cummins QSK60-M Tier 216	N/A	—	—	—	2,000 @ 1,600
Cummins QSK60-M Tier 216	N/A	—	—	—	2,000 @ 1,800
Guascor SF360TA-SP	12	10,362	1,297 @ 2,000	1,237 @ 1,800	1,178 @ 1,800
Guascor F480 TA-SP	16	12,015	1,400 @ 1,800	1,350 @ 1,800	1,270 @ 1,800
Guascor SF480 TA	16	12,125	1,729 @ 1,800	1,650 @ 1,800	1,571 @ 1,800
Isotta Fraschini 1708T2	8	6,490	1,300 @ 2,000	1,108 @ 1,935	950 @ 1,800
Isotta Fraschini 1312T2MS12	3,190	1,200 @ 2,700	952 @ 2,600	673 @ 2,100	—
Iveco Motors V08 ENT	—	—	—	—	—
M11 Vector 1100	8	4,365	—	1,086 @ 2,300	1,006 @ 2,200
MAN B&W L21/31	6	27,800	—	—	1,729 @ 1,000
MAN B&W L28/32	6	38,000	—	—	1,970 @ 775
MAN V10—1100 CRM	10	3,850	1,084 @ 2,300	—	—
MAN D2842LE410	12	4,100	—	1,084 @ 2,100	—
MAN V12—1360 CRM	12	4,400	1,340 @ 2,300	—	—
MAN V12—1550 CRM	12	4,752	1,528 @ 2,300	—	—
Mitsubishi S12A2-Y2MPTK12	8,203	1,300 @ 1,650	940 @ 1,940	—	—
Mitsubishi S12R-Y2MPTK12	11,731	1,729 @ 1,650	1,260 @ 1,600	—	—
MTU 8V2000 M84	8	4,365	1,085 @ 2,450	—	—
MTU 8V4000 M53	8	13,030	—	—	1,235 @ 1,800
MTU 8V4000 M63	8	13,030	—	—	1,340 @ 1,800
MTU 10V2000 M72	10	4,938	—	1,205 @ 2,250	—
MTU 10V2000 M84	10	4,938	1,360 @ 2,450	—	—
MTU 12V2000 M72	12	6,195	—	1,450 @ 2,250	—
MTU 12V2000 M84	12	6,195	1,635 @ 2,450	—	—
MTU 12V4000 M60	12	14,936	—	—	1,770 @ 1,800
MTU 12V4000 M61R	12	14,936	—	—	1,530 @ 1,600
MTU 12V4000 M53R	12	16,535	—	—	1,530 @ 1,600
MTU 12V4000 M53	12	16,535	—	—	1,850 @ 1,800

job in 2003. The state loan program offers low-interest loans of about 3 percent as an incentive to upgrade to more fuel-efficient diesels. Lester adds that the new engine is only part of his boat work, which includes stretching the hull 8 feet. In December it went into the boatyard 48 feet long and will emerge in the spring at 56 feet.

Lester estimates the boat will float 6 inches higher and burn less than half of the 11 gallons of diesel per hour that was going through the old engine.

- **Engine:** Scania DI12 EMS, 600 horsepower
- **Engine hours:** 2,000 per year



Luke Lester

- **Marine gear:** Twin Disc, 2:1 ratio
- **Shaft:** 3-inch stainless
- **Prop:** Four-blade bronze, 34" x 30"
- **Engine maintenance:** Lester changes the oil and does minor repairs
- **Annual maintenance cost:** \$2,000 — *Charlie Ess*

MATT FINN
Marblehead, Mass.

The engine isn't noisy, and the design is simple and straightforward. That's what Matt Finn, a lobsterman in Marblehead, Mass., who finishes off fiberglass hulls when he's not fishing, liked about the 430-hp Cummins C-series diesel.

Model	Cyl.	Weight (lbs.)	High Output (hp @ rpm)	Med. Duty (hp @ rpm)	Cont. Duty (hp @ rpm)
MTU 16V2000 M61	16	7,121	—	—	1,070 @ 1,800
MTU 16V2000 M70	16	7,121	1,800 @ 2,300	1,410 @ 2,100	—
MTU 16V2000 M72	16	7,452	—	1,930 @ 2,250	—
Wärtsilä 20 4L20	4	15,873	—	—	1,072 @ 1,000
Wärtsilä 20 6L20	6	20,502	—	—	1,609 @ 1,000

2,001-4,000					
Caterpillar C280-6	6	34,496	—	2,548 @ 900	2,320 @ 900
Caterpillar C280-6	6	34,496	—	2,722 @ 1,000	2,481 @ 1,000
Caterpillar MaK 6 M 25 C	6	23,500	—	—	2,370 @ 720
Caterpillar MaK 6 M 25 C	6	23,500	—	—	2,580 @ 720
Caterpillar MaK 6 M 25 C	6	23,500	—	—	2,450 @ 750
Caterpillar MaK 6 M 25 C	6	23,500	—	—	2,720 @ 750
Caterpillar MaK 6 M 32 C	6	39,500	—	—	3,920 @ 600
Caterpillar C280-8	8	41,800	—	3,393 @ 900	3,084 @ 900
Caterpillar C280-8	8	41,800	—	3,634 @ 1,000	3,299 @ 1,000
Caterpillar MaK 8 M 20 C	8	14,500	—	—	2,070 @ 1,000
Caterpillar MaK 8 M 25 C	8	30,000	—	—	3,160 @ 720
Caterpillar MaK 8 M 25 C	8	30,000	—	—	3,450 @ 720
Caterpillar MaK 8 M 25 C	8	30,000	—	—	3,260 @ 750
Caterpillar MaK 8 M 25 C	8	30,000	—	—	3,630 @ 750
Caterpillar MaK 9 M 20 C	9	15,000	—	—	2,080 @ 900
Caterpillar MaK 9 M 20 C	9	15,000	—	—	2,330 @ 1,000
Caterpillar MaK 9 M 25 C	9	32,000	—	—	3,550 @ 720
Caterpillar MaK 9 M 25 C	9	32,000	—	—	3,880 @ 720
Caterpillar MaK 9 M 25 C	9	32,000	—	—	3,670 @ 750
Caterpillar 3512B TA	12	14,398-14,411	—	2,012 @ 1,600	—
Caterpillar 3512B TA	12	14,398-14,411	2,100 @ 1,880	1,800 @ 1,785	—
Caterpillar 3512B TA	12	14,398-14,411	2,250 @ 1,925	1,950 @ 1,835	—
Caterpillar 3512C TA	12	14,400-16,340	—	2,250 @ 1,800	—
Caterpillar 3512C TA	12	14,400-16,340	2,541 @ 1,800	2,012 @ 1,600	—
Caterpillar 3512C TA	12	14,400-16,340	2,551 @ 1,800	2,365 @ 1,800	—
Caterpillar 3516 TA	16	17,699	2,200 @ 1,800	2,000 @ 1,800	—
Caterpillar 3516B TA	16	17,185-17,699	—	2,100 @ 1,600	1,875 @ 1,200
Caterpillar 3516B TA	16	17,185-17,699	—	2,100 @ 1,800	2,000 @ 1,600
Caterpillar 3516B TA	16	17,185-17,699	—	2,375 @ 1,600	2,000 @ 1,800
Caterpillar 3516B TA	16	17,185-17,699	—	2,575 @ 1,600	2,260 @ 1,600
Caterpillar 3516B TA	16	17,185-17,699	—	2,200 @ 1,600	2,682 @ 1,925
Caterpillar 3516B TA	16	17,185-17,699	—	2,200 @ 1,800	—
Caterpillar 3516B TA	16	17,185-17,699	—	2,500 @ 1,600	—
Caterpillar 3516B TA	16	17,185-17,699	—	2,682 @ 1,600	—
Caterpillar 3516B TA	16	17,185-17,699	2,800 @ 1,880	2,400 @ 1,785	—
Caterpillar 3516B TA	16	17,185-17,699	3,000 @ 1,925	2,600 @ 1,835	—
Caterpillar 3516C TA	16	17,550-19,025	—	2,100 @ 1,600	2,000 @ 1,600
Caterpillar 3516C TA	16	17,550-19,025	—	2,575 @ 1,600	2,448 @ 1,600
Caterpillar 3516C TA	16	17,550-19,025	—	3,004 @ 1,800	—

Model	Cyl.	Weight (lbs.)	High Output (hp @ rpm)	Med. Duty (hp @ rpm)	Cont. Duty (hp @ rpm)
Caterpillar 3516C TA	16	17,550-19,025	—	2,200 @ 1,600	—
Caterpillar 3516C TA	16	17,550-19,025	—	2,682 @ 1,600	—
Caterpillar 3516C TA	16	17,550-19,025	3,386 @ 1,800	3,151 @ 1,800	—
Cummins QSK60-M Tier 2	16	N/A	—	—	2,200 @ 1,800
Cummins QSK60-M Tier 2	16	N/A	—	2,300 @ 1,900	—
Cummins QSK60-M Tier 2	16	N/A	—	—	2,500 @ 1,900
EMD 8-710 G7C-T2	8	26,000	2,200 @ 900	—	2,000 @ 900
EMD 12-710 G7C-T2	12	33,000	3,300 @ 900	—	3,000 @ 900
EMD 16-710 G7C-T2	16	40,500	4,400 @ 900	—	4,000 @ 900
Isotta Fraschini 1712T2	12	9,526	2,285 @ 2,000	1,904 @ 1,940	1,430 @ 1,800
Isotta Fraschini 1716T2	16	16,060	3,196 @ 2,100	2,618 @ 1,960	1,768 @ 1,600
MAN B&W L27/38	6	60,000	—	—	2,733 @ 800
MAN B&W L21/31	7	30,400	—	—	2,016 @ 1,000
MAN B&W L27/38	7	67,000	—	—	3,190 @ 800
MAN B&W L28/32	7	42,000	—	—	2,300 @ 775
MAN B&W L21/31	8	33,200	—	—	2,304 @ 1,000
MAN B&W L27/38	8	74,000	—	—	3,645 @ 800
MAN B&W L28/32	8	47,000	—	—	2,626 @ 775
MAN B&W L21/31	9	36,900	—	—	2,593 @ 1,000
MAN B&W L28/32	9	53,000	—	—	2,955 @ 775
MTU 12V4000 M70	12	15,300	—	2,250 @ 2,000	—
MTU 12V4000 M63	12	16,535	—	—	2,010 @ 1,800
MTU 12V4000 M73	12	17,635	—	2,575 @ 1,900	—
MTU 12V4000 M73L	12	17,635	—	2,895 @ 2,050	—
MTU 16V2000 M84	16	7,452	2,185 @ 2,450	—	—
MTU 16V4000 M61R	16	17,570	—	—	2,040 @ 1,600
MTU 16V4000 M60	16	17,570	—	—	2,360 @ 1,800
MTU 16V4000 M61	16	17,570	—	—	2,680 @ 1,800
MTU 16V4000 M70	16	17,570	3,000 @ 2,000	—	—
MTU 16V4000 M53R	16	19,400	—	—	2,040 @ 1,600
MTU 16V4000 M53	16	19,400	—	—	2,470 @ 1,800
MTU 16V4000 M63	16	19,400	—	—	2,680 @ 1,800
MTU 16V4000 M63L	16	19,400	—	—	3,000 @ 1,800
MTU 16V4000 M73	16	20,615	—	3,435 @ 1,970	—
MTU 16V4000 M73L	16	20,615	—	3,860 @ 2,050	—
Wärtsilä 20 8L20	8	24,251	—	—	2,145 @ 1,000
Wärtsilä VASA 32 4R32	4	44,753	—	—	2,199 @ 750
Wärtsilä 20 9L20	9	25,574	—	—	2,414 @ 1,000
Wärtsilä 26 6L26	6	37,980	—	—	2,735 @ 1,000
Wärtsilä VASA 32 6R32	6	64,374	—	—	3,299 @ 750
Wärtsilä 26 8L26	8	48,061	—	—	3,647 @ 1,000
Wärtsilä 4R32LN	4	44,750	—	—	2,199 @ 750
Wärtsilä 6R32LN	6	64,370	—	—	3,298 @ 750

The engine went into his 38-footer from Holland's Boat Shop in Belfast, Maine, which was delivered in February 2010 and then finished off by Finn.

"The simplicity is what I really like about the engine. All the service points are easy to get to. And it's quiet, much quieter than other engines I've had," Finn says of the inline 6-cylinder diesel.

He went with the Holland hull because, he says, "it moves easily through the water," and he knew the Cummins "would be a great match for the hull, with the engine weight at about 2,100 or 2,200 pounds."

Running at 2,000 rpm, Finn's 38-footer made about 19 knots when he was lobstering last summer. "The engine is

not really working," he notes.

- **Engine:** Cummins C-series inline-6, 430 horsepower
- **Engine hours:** About 600 a year. There would be more, but Finn is also finishing off fiberglass hulls.
- **Marine gear:** Twin Disc MG-5075, 2:1 ratio
- **Shaft:** 2-inch stainless Aquamet 22
- **Prop:** Four blade, 26" x 28"
- **Engine maintenance:** Finn does the general maintenance, such as oil changes, new zincs and fan belts. He figures he saves \$1,000 to \$1,500 a year.
- **Annual maintenance cost:** For fuel, oil, filters and general maintenance maybe \$3,500 at the high end.

— Michael Crowley



Matt Finn