

**boat**

# EXCLUSIVE

THE WORLD OF SUPERYACHTS

## TOY HEAVEN

"ANASTASIA": SPORTS RESORT BY OCEANCO

78-METRE "EMINENCE"

NEW FLAGSHIP FROM ABEKING



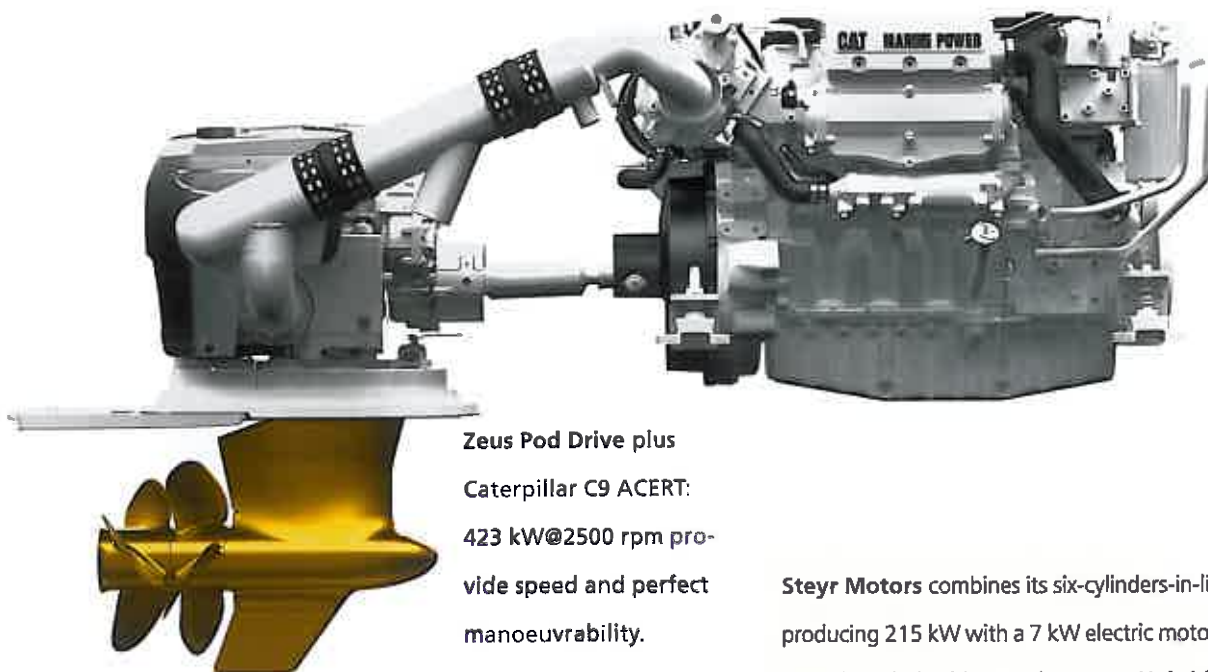
"CASINO ROYALE"

50 METRES OF BOND FLAIR

NAUTOR 82 CUSTOM

SLOOP WITH A GALLEY TENDER

ISSN 977-1866-9200-5  
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**Zeus Pod Drive plus  
Caterpillar C9 ACERT:  
423 kW@2500 rpm pro-  
vide speed and perfect  
manoeuvrability.**

report results back, enabling the diesel engine to operate at the optimum during each load phase. Engine parameters (even those of smaller engines) can be controlled on monitoring panels on board and even via onshore radio links. For every diesel engine is subject to IMO MARPOL 73/78 and EPA TIER 2 regulations, which specify the pollutants that marine diesel engines are allowed to emit. According to these regulations, high-speed engines with speeds of greater than 2,000 rpm may emit a maximum of 9.8 g/kWh. The issue here is nitrous gases and particles. One cannot find fault with diesel engines on the whole, as far as emissions of carbon monoxide and hydrocarbons are concerned.

Modern yacht diesels meet the requirements of yacht architects and shipping organisations. Thus the **MAN V12-1800** diesel with an output of 1,324 kW fits extremely com-

pactly and neatly on board. It generates maximum torque even at 1200 rpm. Common rail direct fuel injection and two-stage exhaust turbocharging make the V12 engine a veritable powerhouse. MAN also supplies it as an eight-cylinder V8-1200 with an output of 882 kW. As far as exhaust emissions are concerned, both are IMO- and EPA-approved.

The **Cat C32 ACERT** is also subject to stringent EPA Tier 2 rules. The V6 engine, which supplies 847 kW to the propshaft, operates using the electronically controlled MEUI fuel injection system and the ECU (Electronic Control Unit) engine management system – both are speciality systems manufactured by Caterpillar. A recooled air charge system provides additional power. ACERT technology provides low-emission operation and economical fuel consumption.

Volkswagen's 4.2-litre V8 **TDI 350-8** diesel engine is

**Steyr Motors** combines its six-cylinders-in-line engine producing 215 kW with a 7 kW electric motor and supplies the whole thing as the **Steyr Hybrid** for small yachts and tenders. Its benefit is that when in electric operating mode, the propulsion system allows the yacht to sail at a maximum of 5 knots through eco-sensitive waters at zero emissions, whilst in diesel operating mode, although not at zero emissions, it allows the yacht to accelerate to its control speed. When operating purely on diesel, the electric motor acts as a generator and charges the batteries. In boost mode both engines act on the propeller and catapult the yacht up to maximum speed. Electronic control units control optimum interaction. The electric motor also functions as the diesel engine's electric starter, allowing the standard generator and starter to be dispensed with. A well-conceived system, for which Steyr Motors was awarded the Dame Award 2008 at METS in Amsterdam.

