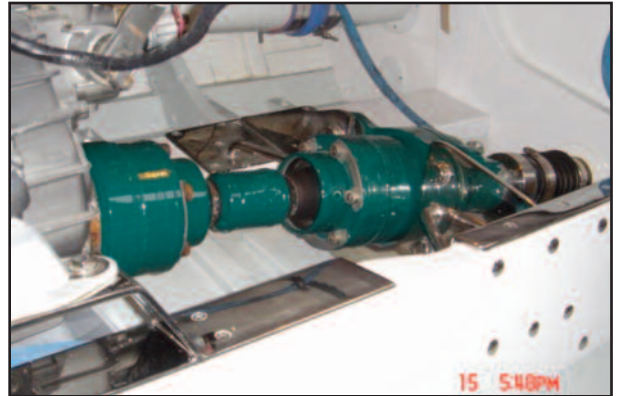


Application Profiles

Aquadrive antivibration system installations powered by Yanmar diesel engines

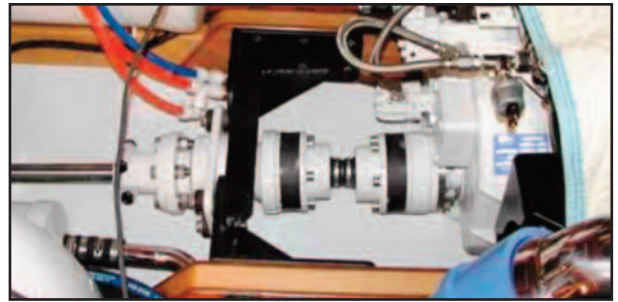
- Vessel:** 1954 Rybovich "Bimini Babe"
Propulsion: Yanmar 6LP twin diesel engines
Antivibration: Aquadrive Classic 20480 Series
Performance: To preserve the structural integrity of classic wood boats, craftsmen install the Aquadrive anti-vibration system. When rebuilding or re-powering boats worth preserving, the Aquadrive system will isolate vibration to protect the hull and equipment from damages. The Aquadrive System provides engine placement flexibility while reducing vibration so the noise levels decrease.



- Vessel:** J-Boats J-160
Propulsion: Yanmar 4JH diesel engine
Antivibration: Aquadrive Moduline CVB 15.10 Series
Performance: Sailing boats suffer from engine alignment problems, vibration, and noise. Heeling over while sailing and pounding through waves generates flexing and twisting forces in the hull. These forces place a strain on the alignment of the propeller shaft to the flexibly mounted engine. As sailboats become lighter, engine vibrations resonate the light-weight structures and noises are amplified. The Aquadrive System isolates the vibration, absorbs it and accepts the changes in alignment between the engine and propeller shaft.



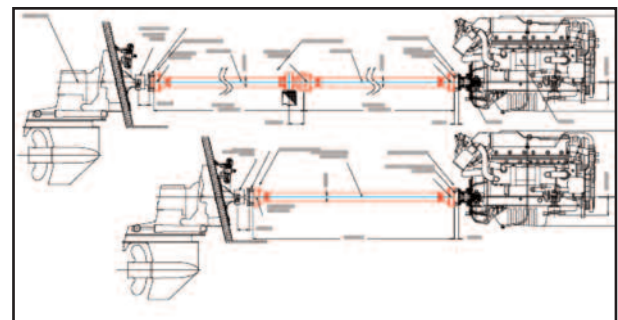
Vessel: Van Dam Woodcraft
Propulsion: Yanmar 6LY3A-STP diesel engine
Antivibration: Aquadrive Classic 20400 Series
Performance: Top quality boat builders strive to make a perfect boat. Van Dam Woodcraft comes close to the ideal. They incorporate the Aquadrive Anti-Vibration System in most projects. Cold molded hulls make even better “guitar boxes” than fiberglass or traditional wood hulls. When violin strings are plucked, their vibrations can create pleasing sounds. When engine vibrations are resonated by the boat’s hollow chambers, loud unpleasant noises are produced. The Aquadrive System uses softer engine mounts and CV joint axles to isolate instead of transmit vibration. The propeller shaft stays aligned to the fixed Aquadrive thrust bearing instead of the vibrating engine.



Vessel: Crosby 26 - Northport Yacht Club
Propulsion: Yanmar 4JH diesel engine
Antivibration: Aquadrive Classic 20200 Series
Performance: Water taxis and yacht club launches continuously shift from forward to reverse, and back again, hundreds of times daily. When the diesels use rubber mounts with long propeller shafts, the dancing engine whips the propeller shaft. During the summer of 2008, vibration, noise and misalignment damages developed into a severe problem for the Northport Yacht Club launches. The solution – an Aquadrive anti-vibration System divorced the engine from the propeller shaft. This eliminated the propeller shaft whirl, resulting in noise level reductions of 10 decibels at all rpm’s.



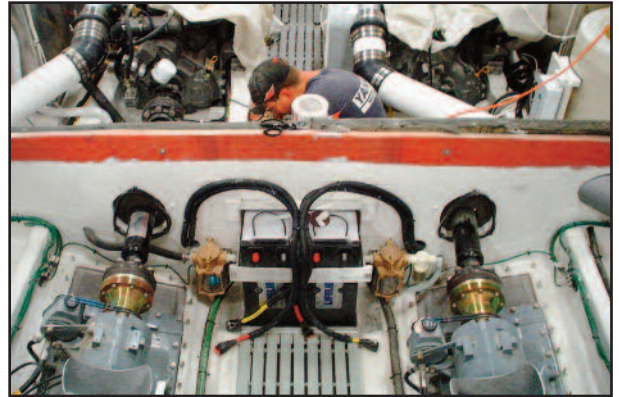
Vessel: True World 28
Propulsion: Yanmar 6LP stern drive diesel engine
Antivibration: Aquadrive Tubular CV 21 Series Driveshaft
Performance: Remotely mounting the engine from the stern drive can be advantageous. The balance of the boat improves by concentrating weight low and near the center of gravity. Aquadrive CV joint driveshafts transmit power while absorbing vibration and noise. Other driveshafts contribute additional vibrations and offer only limited alignment arrangements. Only Aquadrive CV axles deliver power with variable machinery placements while reducing instead of increasing vibration and noise.



Application Profiles

Aquadrive antivibration system installations powered by Yanmar diesel engines

- Vessel:** Hinckley Jet Boats
Propulsion: Yanmar 6LY twin diesel engines
Antivibration: Aquadrive Tubular CV 30 and CV 42 Series driveshafts
Performance: On the very first Hinckley 36 Picnic Boat, Aquadrive CV Driveshafts connected the Yanmar 6LYA-STE engine to the water jet. These CV joints optimized the engine location because they can operate with 1° at the engine and 4° of angle at the water jet end of the driveshaft. Hinckley first used the Aquadrive System to reduce vibration and noise in their sailboats. The same technology continues in use on more than 600 Hinckley jet boats to ensure that they are the smoothest and quietest on the market.



- Vessel:** Pearson True North 38
Propulsion: Yanmar 6LY3A diesel engine
Antivibration: Aquadrive Classic 42.600 Series
Performance: To make a new boat popular, it should offer improvements. The Pearson True North 38 design incorporates modern engineering to offer a boat with less vibration, noise and alignment problems. The Aquadrive System made it possible to position the Yanmar 6LY3-ETP 480HP engine in a better location since it was not restricted to being perfectly aligned with the propeller shaft. The Aquadrive System makes any boat, new or old, as smooth and quiet as possible.

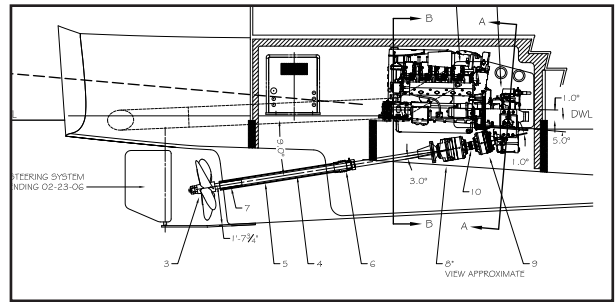


Vessel: Zimmerman 46

Propulsion: Yanmar 8SY-STP 900 hp diesel engine

Antivibration: Aquadrive HDL 60.700 HT Series

Performance: How do you make a famous lobster boat hull more suitable for use as a family yacht? First, find a good designer. Next, make sure that he understands how Aquadrive expands machinery placement options and the interior layouts. In this case, Steve Zimmerman collaborated with Zurn Yacht Design. As in most lobster boats, the engine was located in the middle of the boat and a huge cockpit was located behind the engine box. Zurn Design relocated the engine as far aft as possible. Using a V Drive transmission and the Aquadrive Anti-Vibration System, the desired new engine position became possible. The finished boat had expanded living space instead of a huge, fishing cockpit.



Vessel: Pilotcruiser 57

Propulsion: Yanmar 6CX-GTE twin diesel engines

Antivibration: Aquadrive HDL 42.680 Series

Performance: A customer of naval architect, Iver Franzen wanted a reliable, efficient offshore cruiser with a roomy interior and a low noise level. To achieve these goals, the architect employed Aquadrive engine couplings, twin Yanmar 6CX engines, and V-Drive transmissions. The engines were located in the back end of the boat, creating more living space. The Aquadrive anti-vibration system also keeps engine vibration and noise from traveling into the hull structure or down the propeller shaft.

