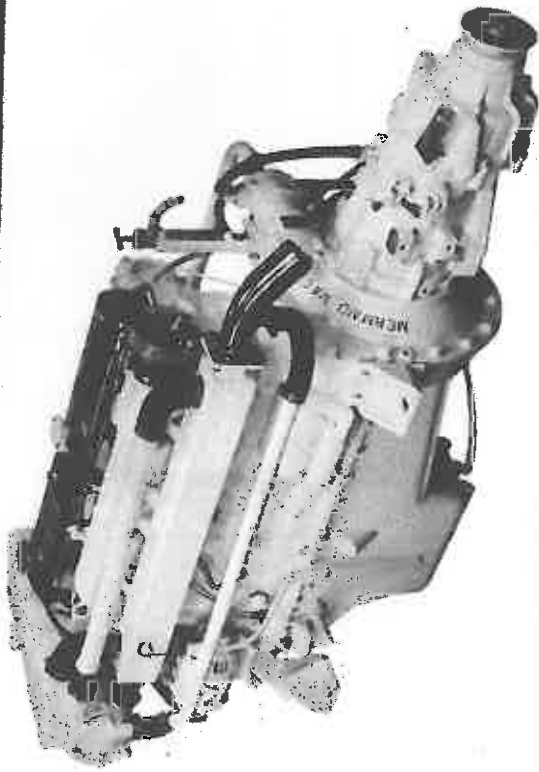


Mermaid Marine Diesel Engine

'Mariner'
Developing 120 B.H.P. at 2600 rpm



The Mermaid Marine diesel engine is based on the well-proven Ford 371SE industrial engine, and has been developed to be equally suitable in both pleasure boat applications and for all commercial duties. To meet these requirements, it unity incorporates the following special Mermaid features.

A pump designed to cool freshwater cooled exhaust manifold, thus eliminating the corrosion problems associated with oily soluble compounds.

A high capacity raw water circulating pump with a flow considerably in excess of normal requirements.

A twin "V" belt drive for freshwater circulating pump and alternator for extra reliability.

High capacity dismountable oil sump for both lubrication and transmission cooling.

Wide range of marine transmission systems to suit all types of applications.

1 1/2" diameter heavy gauge copper pipework throughout the raw water system with 1 1/2" diameter stainless steel clips.



Mermaid Marine Engines Ltd

Mermaid Mariner Marine Diesel Engine



Dimensions in inches (millimeters in brackets)



Net dry weight - 1270 lbs. Maximum operating angle (including trim) 18°

Specifications

| | |
|-------------------|---|
| No of cylinders | 6 |
| Bore | 4.22 ins (107 mm) |
| Stroke | 4.32 ins (110 mm) |
| Capacity | 380 cu in (62.30 cu) |
| Compression ratio | 16 to 1 |
| Fuel injection | Direct |
| Lubrication | Pressure throughout with full-flow external filter and demulsible oil cooler. |

Cooling
Exposed thermally controlled freshwater system, turbocharger water pump, re-circulated freshwater pump and freshwater-cooled exhaust manifold.

Fuel system
In-line block fuel injection pump with fuel lift pump, dual-flow fuel filter and variable speed governor.

Electrical system
12 volt electrical equipment is standard, including 35 amp alternator, starter motor, starter switch and alternator indicator light. Optional extra equipment can include 12 and 24 volt trailer and earth return equipment including specially screened regulator and control boxes, as required.

Marine transmissions
All transmissions available including Borg Warner Series 742CR and C62, P. M. 380, 310, 240, 200, 150, 100, 75, 50, 30, 20, 15, 10, 7.5, 5, 3, 2, 1 and 0.5, and 1.5, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Performance Graphs & Propeller Selection

| Engine Model | Approx. Fuel Consumption (gallons per hour) |
|--------------|---|
| 1000 | 1.00 |
| 1500 | 1.50 |
| 2000 | 2.00 |
| 2500 | 2.50 |
| 3000 | 3.00 |
| 3500 | 3.50 |
| 4000 | 4.00 |
| 4500 | 4.50 |
| 5000 | 5.00 |
| 5500 | 5.50 |
| 6000 | 6.00 |
| 6500 | 6.50 |
| 7000 | 7.00 |
| 7500 | 7.50 |
| 8000 | 8.00 |
| 8500 | 8.50 |
| 9000 | 9.00 |
| 9500 | 9.50 |
| 10000 | 10.00 |



Note: Fuel consumption indicated assumes that propellers are correctly matched to allow full engine r.p.m. to be attained.



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