


Results of Sea Trial

| | | | | | | | | | | | | |
|---|----------------------|---------------|--------------------------|---------------------------------|----------------|-------------------------------|--|--------------|------------|--|--|--|
| Date: | 21-Aug-14 | Place: | Pine River, Brisbane QLD | | Name: | Glenn Gibson & Brett Hampson | | | | | | |
| Boat: | Baysport Sports 5.85 | | Engine: | F100DET X | | Conditions: | Small river cop, increasing tidal flow | | | | | |
| BB: | Baysport | | Serial No: | 1023699 | | Weather: | Partly cloudy, isolated showers | | | | | |
| Max Ave Speed: | 61.90 | Km/h | Output: | 73.6 @ 5500 | kW/Rpm | Wind Direction: | SSE | | | | | |
| Max RPM Achieved: | 6100 | RPM | Prop DXP: | 13½ x 16 | | Wind Velocity: | 17.0 | Knots | | | | |
| Max Horse Power | 150 | HP | Prop Type: | Black S-Steel 688 Series | | Temperature: | 22.2° | Deg C | | | | |
| Max Transom Weight: | 240 | Kgs | Weight: | 173 | Kgs | Humidity: | 57.0 | % | | | | |
| Displacement: | 830 | Kgs | Gear Ratio: | 2.27 | (25/11) | Sea Water Temp: | 20.9° | Deg C | | | | |
| Fuel/tank size: | 145 | Litres | Prop Pt # | 688-45978-60 | | Pressure: | 1019.8 | Hpa | | | | |
| Eng Height: | # 2 Hole | | Alt Output: | 25 | Amps | Max. Fuel Consumption: | 38.70 | L/h | | | | |
|  | | | Crew: | 2 | Persons | Fuel: | 145 | Kgs | | | | |
| | | | Crew Wt: | 200 | Kgs | Stores: (Tools) | Incl | Kgs | | | | |
| | | | Hull + Eng: | 1,003 | Kgs | Other: (Water) | Incl | Kgs | | | | |
| L.O.A. = | 5.85M | Beam = | 2.45M | Safety Kit: | Incl | Kgs | Approx Total: | 1,348 | Kgs | | | |

| Test | Engine Trim | Direction | RPM | Speed Km/h | Fuel L/h | Av Speed | | Av Fuel Consumption | | Kms per Litre | Av N.mpg | N.M. per Litre | Range in Kms* | Prop Slip |
|------|-------------|-----------|-------------|------------|----------|----------|-------|---------------------|------|---------------|----------|----------------|---------------|-----------|
| | | | | | | | | | | | | | | |
| 1 | 0 Trim | W | 700 | 3.50 | 1.10 | 4.10 | Km/h | 1.10 | L/h | 3.73 | 9.12 | 2.01 | 513 | 45% |
| 2 | 0 Trim | E | 700 | 4.70 | 1.10 | 2.21 | Knots | 0.24 | G/PH | | | | | |
| 1 | 0 Trim | W | 1000 | 5.50 | 1.60 | 5.95 | Km/h | 1.65 | L/h | 3.61 | 8.82 | 1.94 | 497 | 45% |
| 2 | 0 Trim | E | 1000 | 6.40 | 1.70 | 3.21 | Knots | 0.36 | G/PH | | | | | |
| 1 | 0 Trim | W | 1500 | 7.80 | 2.60 | 8.60 | Km/h | 2.65 | L/h | 3.25 | 7.94 | 1.75 | 447 | 47% |
| 2 | 0 Trim | E | 1500 | 9.40 | 2.70 | 4.64 | Knots | 0.58 | G/PH | | | | | |
| 1 | 0 Trim | W | 2000 | 10.00 | 4.10 | 10.55 | Km/h | 4.30 | L/h | 2.45 | 6.00 | 1.32 | 338 | 51% |
| 2 | 0 Trim | E | 2000 | 11.10 | 4.50 | 5.69 | Knots | 0.95 | G/PH | | | | | |
| 1 | 0 Trim | W | 2500 | 11.70 | 6.70 | 12.40 | Km/h | 6.90 | L/h | 1.80 | 4.40 | 0.97 | 248 | 54% |
| 2 | 0 Trim | E | 2500 | 13.10 | 7.10 | 6.68 | Knots | 1.52 | G/PH | | | | | |
| 1 | 0 Trim | W | 3000 | 15.50 | 9.60 | 16.35 | Km/h | 9.75 | L/h | 1.68 | 4.10 | 0.90 | 231 | 49% |
| 2 | 0 Trim | E | 3000 | 17.20 | 9.90 | 8.81 | Knots | 2.15 | G/PH | | | | | |
| 1 | 0 Trim | W | 3500 | 26.10 | 11.00 | 26.50 | Km/h | 11.15 | L/h | 2.38 | 5.82 | 1.28 | 327 | 30% |
| 2 | 0 Trim | E | 3500 | 26.90 | 11.30 | 14.28 | Knots | 2.46 | G/PH | | | | | |
| 1 | 0 Trim | W | 4000 | 33.60 | 13.80 | 34.15 | Km/h | 13.85 | L/h | 2.47 | 6.03 | 1.33 | 340 | 21% |
| 2 | 0 Trim | E | 4000 | 34.70 | 13.90 | 18.41 | Knots | 3.05 | G/PH | | | | | |
| 1 | 0 Trim | W | 4500 | 39.60 | 16.30 | 40.25 | Km/h | 16.80 | L/h | 2.40 | 5.86 | 1.29 | 330 | 17% |
| 2 | 0 Trim | E | 4500 | 40.90 | 17.30 | 21.69 | Knots | 3.70 | G/PH | | | | | |
| 1 | ¼ Trim | W | 5000 | 46.70 | 22.40 | 46.80 | Km/h | 22.50 | L/h | 2.08 | 5.09 | 1.12 | 287 | 13% |
| 2 | ¼ Trim | E | 5000 | 46.90 | 22.60 | 25.23 | Knots | 4.96 | G/PH | | | | | |
| 1 | ½ Trim | W | 5500 | 53.50 | 26.80 | 53.90 | Km/h | 27.35 | L/h | 1.97 | 4.82 | 1.06 | 271 | 9% |
| 2 | ½ Trim | E | 5500 | 54.30 | 27.90 | 29.05 | Knots | 6.02 | G/PH | | | | | |
| 1 | ¾ Trim | W | 6000 | 59.40 | 35.00 | 59.60 | Km/h | 36.05 | L/h | 1.65 | 4.05 | 0.89 | 228 | 8% |
| 2 | ¾ Trim | E | 6000 | 59.80 | 37.10 | 32.12 | Knots | 7.94 | G/PH | | | | | |
| 1 | ¾ Trim | W | 6100 | 61.40 | 38.50 | 61.90 | Km/h | 38.70 | L/h | 1.60 | 3.91 | 0.86 | 220 | 6% |
| 2 | ¾ Trim | E | 6100 | 62.40 | 38.90 | 33.36 | Knots | 8.52 | G/PH | | | | | |

Turning: Turns good, no noticeable changes required. Small amount of spray at negative trim angles.

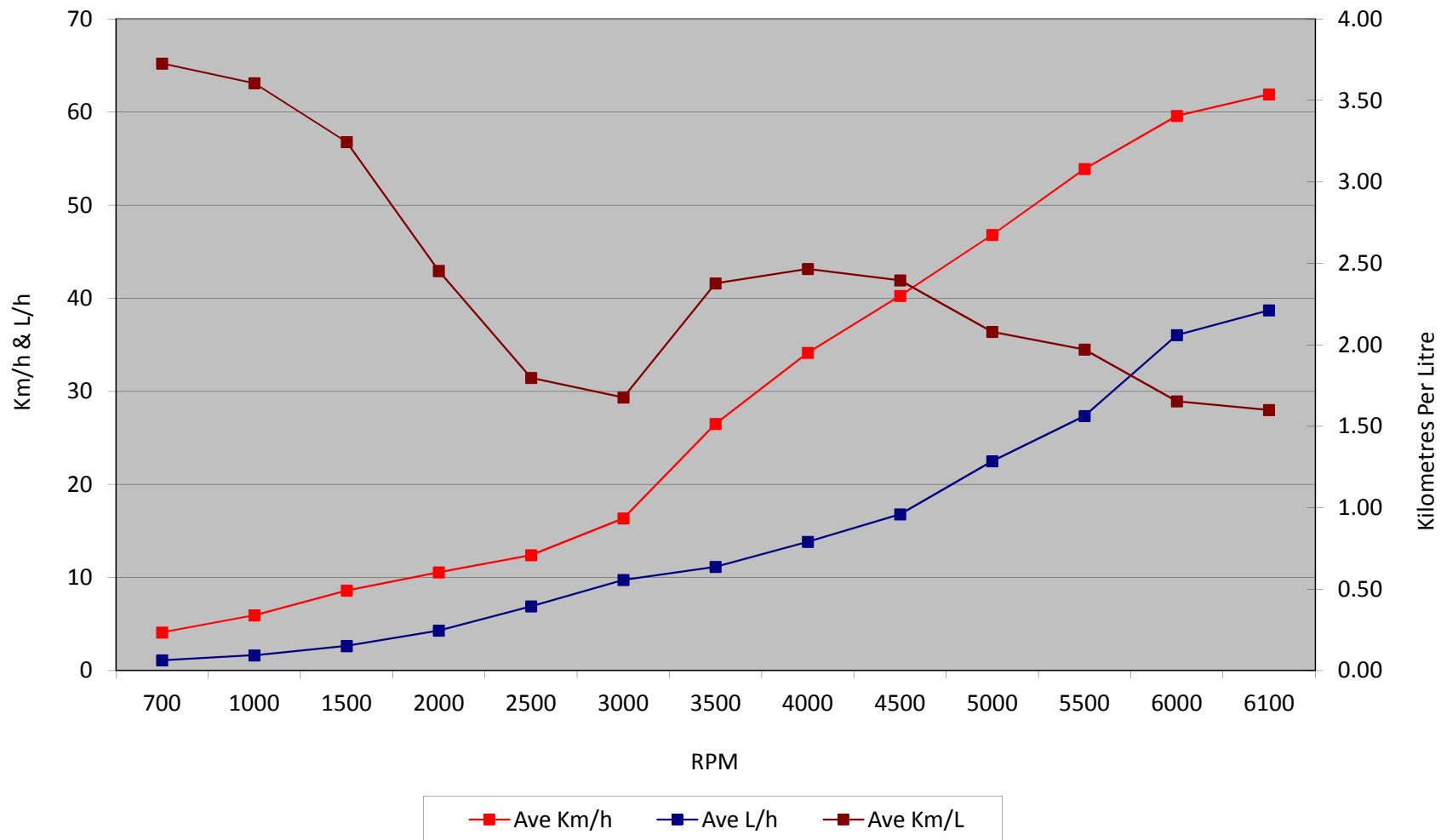
Comments: Test 1 of 4. F100DET X on new model 5.85 Baysport usually powered with F115, prop tested boat to achieve best results.

*** Range in km's = 95% of fuel tank capacity**

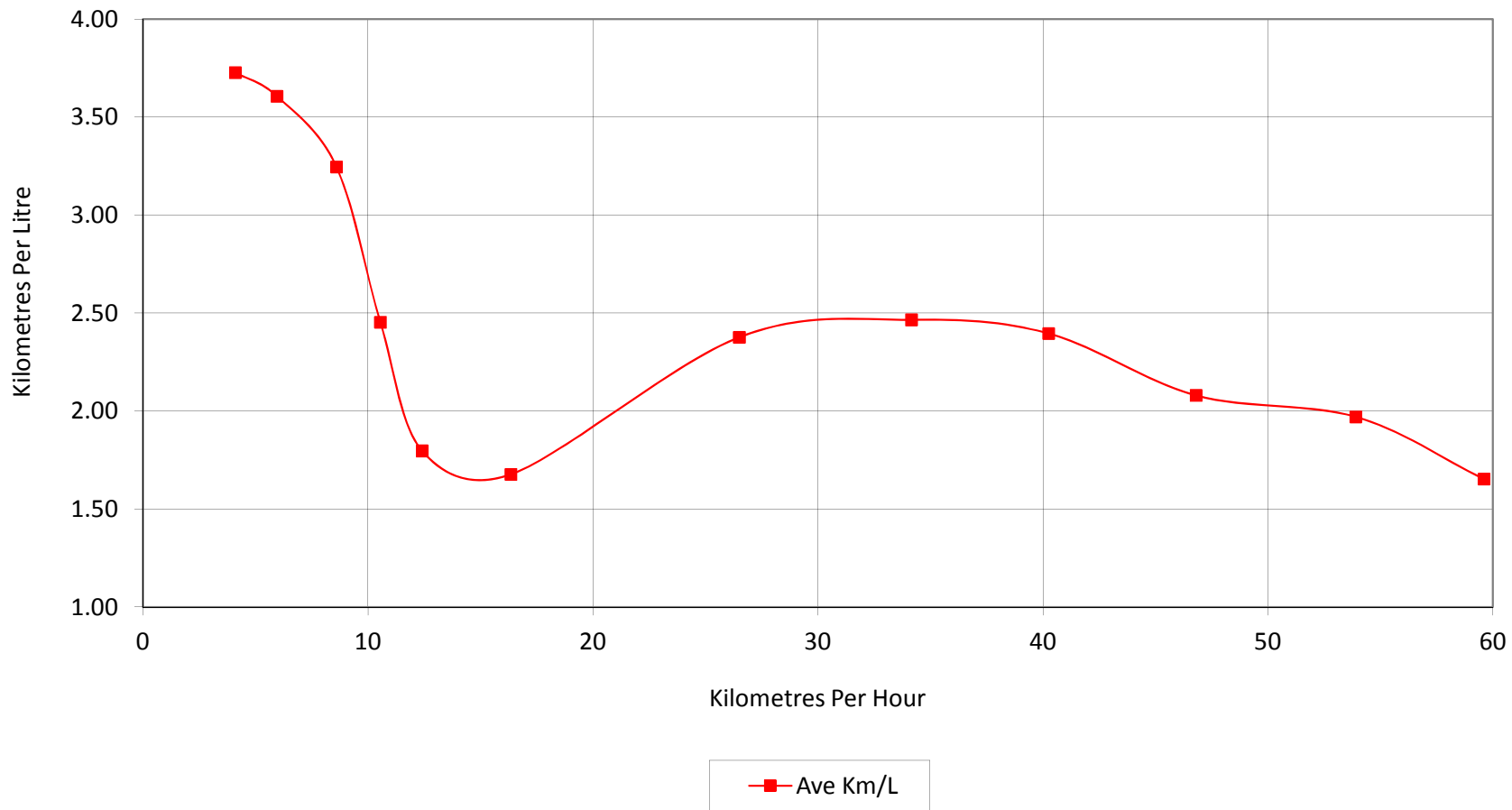
Data may vary due to changes in weather, tides, boat load, hull and prop conditions, temperature, atmospheric pressure and wind direction.

Fuel data gathered with Yamaha Fuel Management Gauge (non-calibrated). Speed data gathered with GPS receiver. Yamaha Motor Australia accepts no responsibility for the accuracy of these readings. All test data is recorded with the engine fully trimmed in (-4) until 5500 Rpm, where possible.

Bay Sport Sports 5.85 w/ F100DETX 13½ x 16" K Black S-Steel 688 Series



Bay Sport Sports 5.85 w/ F100DETX 13½ x 16" K Black S-Steel 688 Series
Boat Speed With Best Kilometres Per Litre



Bay Sport Sports 5.85 w/ F100DET_X 13½ x 16" K Black S-Steel 688 Series
Acceleration Graph, Speed Over Time

