

**Yamaha Power Report**

**Engine Specifications**



**Model:** F350AETX  
**Engine Type:** 60 Degree, EFI, V8  
 32 - Valve DOHC  
**Rating:** 350HP @ 5500 RPM  
**Weight (inc prop):** 373 Kgs  
**Gear Ratio:** 1:73 (26:15)  
**Hole Number:** 2  
**Prop Size:** 16 1/4 x 19"  
**Prop Type:** SW  
**Prop Part #:** 6AW-45972-00



**COMMODORE MARINE 8M ABROLHOS**

**Boat Specifications**

**Length:** 7.7M  
**Length With Bow Sprit:** 8M  
**Beam:** 2.58M  
**Hull Weight (approx):** 1,700KGS  
**Fuel Tank Capacity (Litres):** 450  
**Max HP:** 400HP  
**Transom Height:** 25"  
**Height Overall on Trailer:** 3.45M

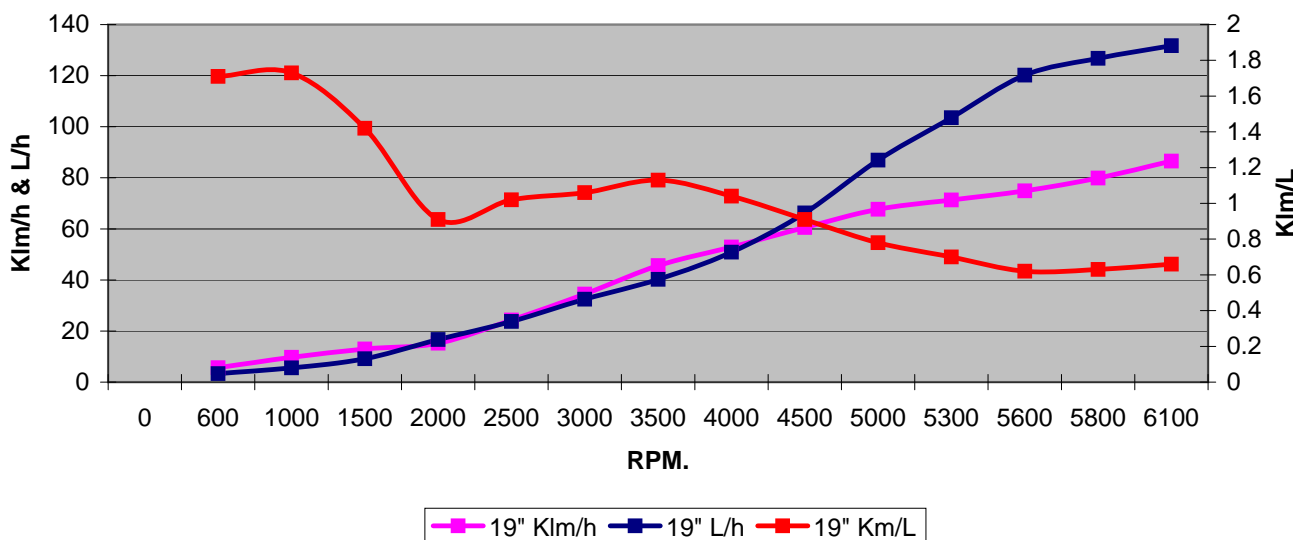
**Test Conditions**

**People:** 5  
**Air Temp:** 20  
**Wind Speed:** 5-10 Knots  
**Fuel (Litres):** 450 of 450  
**Water Temp:** 21.5C  
**Wind Direction:** WEST  
**Conditions:** SUNNY

**Test Performance**

**Average Max. Speed:** 88.4 KPH  
**Best Kms/Litre:** 1.13 @ 3500  
**Speed at 4000RPM:** 52.9 KLM/ H  
**Acceleration 0-50 Km/h:** 8 SECS  
**Weight, as Tested:** 3,310 KGS

**8M COMMODORE ABROLHOS  
16 1/4 x 19 SW**

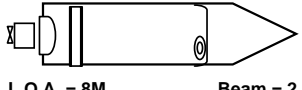


**Note:**

Data may vary due to changes in weather, tides, boat load, hull & propeller conditions, temperature, atmospheric pressure and wind direction. Fuel data gathered with a non-calibrated Yamaha fuel gauge. Speed data recorded 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.

Test Date: 4th October 07

**Results of Sea Trial 1**

<b>Date:</b>	4-Oct-07	<b>Place:</b>	Fremantle	<b>Name:</b>	GG, DP, JB, RH, NF.
<b>Boat:</b>	ABROLHOS 8M	<b>Engine:</b>	F350AETX	<b>Conditions:</b>	0.3 METER, CHOPPY
<b>BB:</b>	COMMODORE MARINE	<b>Serial No:</b>	1001015	<b>Weather:</b>	SUNNY
<b>Average Speed:</b>	84.1 k/mh	<b>Output:</b>	257.5 @ 5500 kW/Rpm	<b>Wind Direction:</b>	WEST
<b>Max Rpm:</b>	5600	<b>Prop DxP:</b>	15 1/2 x 21	<b>Wind Velocity:</b>	5 -> 10 <b>Knots</b>
<b>Deadrise:</b>	23 <b>Degrees</b>	<b>Prop Type:</b>	Salt Water	<b>Temperature:</b>	20 <b>Deg C</b>
<b>Transom Angle:</b>	14 <b>Degrees</b>	<b>Weight w/prop:</b>	373 <b>Kgs</b>	<b>Humidity:</b>	%
<b>Displacement:</b>	1,700 <b>Kgs</b>	<b>Gear Ratio:</b>	1.73 (26/15)	<b>Sea Water Temp:</b>	<b>Deg C</b>
<b>Fuel/tank size:</b>	450 <b>Litres</b>	<b>Prop Slip:</b>	%	<b>Pressure:</b>	<b>Hpa</b>
<b>Eng Height:</b>	2ND HOLE	<b>Prop Pt #</b>	6AW-45974-00	<b>Fuel Vacuum Test:</b>	14KPA @ 130 L/H
<b>Crew Arrangement</b>		<b>Crew:</b>	6 <b>Persons</b>	<b>Fuel:</b>	450 <b>Kgs</b>
		<b>Crew Weight:</b>	410 <b>Kgs</b>	<b>Stores:</b>	250 <b>Kgs</b>
		<b>Hull + Eng:</b>	2,100 <b>Kgs</b>	<b>Other: (Props)</b>	0 <b>Kgs</b>
		<b>Anchor:</b>	100 <b>Kgs</b>	<b>Approx Total:</b>	3,310 <b>Kgs</b>

Test	Engine Trim	Direction	RPM	Speed Km/h	Fuel L/h	Av Speed		Av Fuel Consumption		Kms per Litre	Av N.mp gal	N.M. per Litre
1	-4	E	600	5.00	3.10	5.25	Km/h	3.10	L/h	1.69	4.14	0.91
2	-4	W	600	5.50	3.10	2.83	Knots	0.68	G/PH			
1	-4	E	1000	10.30	6.00	9.90	Km/h	5.85	L/h	1.69	4.14	0.91
2	-4	W	1000	9.50	5.70	5.34	Knots	1.29	G/PH			
1	-4	E	1500	13.50	10.00	13.20	Km/h	10.05	L/h	1.31	3.21	0.71
2	-4	W	1500	12.90	10.10	7.11	Knots	2.21	G/PH			
1	-4	E	2000	16.70	18.20	16.15	Km/h	18.30	L/h	0.88	2.16	0.48
2	-4	W	2000	15.60	18.40	8.70	Knots	4.03	G/PH			
1	-4	E	2500	27.20	25.30	25.60	Km/h	25.25	L/h	1.01	2.48	0.55
2	-4	W	2500	24.00	25.20	13.80	Knots	5.56	G/PH			
1	-4	E	3000	37.70	34.70	37.20	Km/h	34.15	L/h	1.09	2.67	0.59
2	-4	W	3000	36.70	33.60	20.05	Knots	7.52	G/PH			
1	-4	E	3500	49.50	44.00	48.60	Km/h	42.95	L/h	1.13	2.77	0.61
2	-4	W	3500	47.70	41.90	26.20	Knots	9.46	G/PH			
1	-4	E	4000	57.60	56.30	57.60	Km/h	55.70	L/h	1.03	2.53	0.56
2	-4	W	4000	57.60	55.10	31.05	Knots	12.27	G/PH			
1	-4	E	4500	63.40	74.90	63.60	Km/h	73.45	L/h	0.87	2.12	0.47
2	-4	W	4500	63.80	72.00	34.28	Knots	16.18	G/PH			
1	-4	E	5000	71.80	98.60	71.65	Km/h	98.60	L/h	0.73	1.78	0.39
2	-4	W	5000	71.50	98.60	38.62	Knots	21.72	G/PH			
1	-4	E	5300	75.60	114.50	74.85	Km/h	114.25	L/h	0.66	1.60	0.35
2	-4	W	5300	74.10	114.00	40.34	Knots	25.17	G/PH			
1	1/2 Trim	E	5500	81.00	122.00	82.55	Km/h	121.00	L/h	0.68	1.67	0.37
2	1/2 Trim	W	5500	84.10	120.00	44.49	Knots	26.65	G/PH			
1	Full trim out	E	5600WOT	81.20	122.00	82.65	Km/h	121.00	L/h	0.68	1.67	0.37
2	Full trim out	W	5600WOT	84.10	120.00	44.55	Knots	26.65	G/PH			

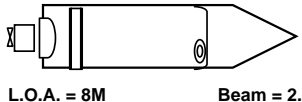
**Turning:** MOTOR / BOAT COMBINATIONS TURNS WITHOUT VENTILATION IN THE HARDEST TURNS, WITH POWERING OUT OF THE TURN IT HELPS WITH ZERO TRIM TO PREVENT VENTILATION.

**General Operation:** BOAT PERFORMED WELL AND ALSO WAS FITTED POWER ASSIST STEERING THAT MADE IT PLEASURABLE TO STEER, THE WHOLE SHOT ACCELERATION WAS SENSATIONAL AS WELL AS APPLYING THROTTLE AT CRUISING RPM.

**Comments:** 0 - 50 IN 8 SECONDS. NEEDS 19" PROP TO INCREASE RPM TO 6100.

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

### Results of Sea Trial 2

<b>Date:</b>	4-Oct-07	<b>Place:</b>	Fremantle	<b>Name:</b>	GG, DP, JB, RH, NF.
<b>Boat:</b>	ABROLHOS 8M	<b>Engine:</b>	F350AETX	<b>Conditions:</b>	0.3 METER, CHOPPY
<b>BB:</b>	COMMODORE MARINE	<b>Serial No:</b>	1001015	<b>Weather:</b>	SUNNY
<b>Average</b>	<b>Speed:</b> 84.7 <b>k/mh</b>	<b>Output:</b>	257.5 @ 5500 <b>kW/Rpm</b>	<b>Wind Direction:</b>	WEST
<b>Max</b>	<b>Rpm:</b> 6100	<b>Prop DxP:</b>	<b>16 1/4 x 19</b>	<b>Wind Velocity:</b>	5 -> 10 <b>Knots</b>
<b>Deadrise:</b>	23 <b>Degrees</b>	<b>Prop Type:</b>	<b>Salt Water</b>	<b>Temperature:</b>	20 <b>Deg C</b>
<b>Transom Angle:</b>	14 <b>Degrees</b>	<b>Weight w/prop:</b>	373 <b>Kgs</b>	<b>Humidity:</b>	%
<b>Displacement:</b>	1,700 <b>Kgs</b>	<b>Gear Ratio:</b>	1.73 (26/15)	<b>Sea Water Temp:</b>	<b>Deg C</b>
<b>Fuel/tank size:</b>	450 <b>Litres</b>	<b>Prop Slip:</b>	%	<b>Pressure:</b>	<b>Hpa</b>
<b>Eng Height:</b>	<b>2ND HOLE</b>	<b>Prop Pt #</b>	6AW-45972-00	<b>Fuel Vacuum Test:</b>	14KPA @ 130 L/H
<b>Crew Arrangement</b>		<b>Crew:</b>	6 <b>Persons</b>	<b>Fuel:</b>	450 <b>Kgs</b>
		<b>Crew Weight:</b>	410 <b>Kgs</b>	<b>Stores:</b>	250 <b>Kgs</b>
		<b>Hull + Eng:</b>	2,100 <b>Kgs</b>	<b>Other: (Props)</b>	0 <b>Kgs</b>
		<b>Anchor:</b>	100 <b>Kgs</b>	<b>Approx Total:</b>	3,310 <b>Kgs</b>

Test	Engine Trim	Direction	RPM	Speed Km/h	Fuel L/h	Av Speed		Av Fuel Consumption		Kms per Litre	Av N.mp gal	N.M. per Litre
1	-4	E	600	6.10	3.00	5.65	Km/h	3.30	L/h	1.71	4.19	0.92
2	-4	W	600	5.20	3.60	3.05	Knots	0.73	G/PH			
1	-4	E	1000	10.00	5.60	9.70	Km/h	5.60	L/h	1.73	4.24	0.93
2	-4	W	1000	9.40	5.60	5.23	Knots	1.23	G/PH			
1	-4	E	1500	13.00	9.20	12.95	Km/h	9.15	L/h	1.42	3.46	0.76
2	-4	W	1500	12.90	9.10	6.98	Knots	2.02	G/PH			
1	-4	E	2000	15.00	16.80	15.25	Km/h	16.70	L/h	0.91	2.23	0.49
2	-4	W	2000	15.50	16.60	8.22	Knots	3.68	G/PH			
1	-4	E	2500	25.00	24.10	24.30	Km/h	23.75	L/h	1.02	2.50	0.55
2	-4	W	2500	23.60	23.40	13.10	Knots	5.23	G/PH			
1	-4	E	3000	34.00	32.20	34.45	Km/h	32.45	L/h	1.06	2.60	0.57
2	-4	W	3000	34.90	32.70	18.57	Knots	7.15	G/PH			
1	-4	E	3500	46.00	39.50	45.65	Km/h	40.25	L/h	1.13	2.78	0.61
2	-4	W	3500	45.30	41.00	24.61	Knots	8.87	G/PH			
1	-4	E	4000	53.30	51.10	52.90	Km/h	50.90	L/h	1.04	2.54	0.56
2	-4	W	4000	52.50	50.70	28.51	Knots	11.21	G/PH			
1	-4	E	4500	61.00	66.60	60.55	Km/h	66.25	L/h	0.91	2.24	0.49
2	-4	W	4500	60.10	65.90	32.64	Knots	14.59	G/PH			
1	-4	E	5000	67.90	84.10	67.70	Km/h	86.90	L/h	0.78	1.91	0.42
2	-4	W	5000	67.50	89.70	36.49	Knots	19.14	G/PH			
1	-4	E	5600	75.50	121.10	74.90	Km/h	120.20	L/h	0.62	1.52	0.34
2	-4	W	5600	74.30	119.30	40.37	Knots	26.48	G/PH			
1	1/2 Trim	E	5800	80.60	127.70	79.90	Km/h	126.75	L/h	0.63	1.54	0.34
2	1/2 Trim	W	5800	79.20	125.80	43.07	Knots	27.92	G/PH			
1	Full trim out	E	6100WOT	88.40	131.70	86.55	Km/h	131.70	L/h	0.66	1.61	0.35
2	Full trim out	W	6100WOT	84.70	131.70	46.65	Knots	29.01	G/PH			

**Turning:** THE LARGER DIAMETER PROP REALLY ALLOWED THE BOAT TO BE TURNED HARDER WITHOUT VENTILATION WITH A SMALL AMOUNT OF TRIM.  
THIS PROP BEST SUITS AND ALSO MAKES IT CLEAR THAT THE MOTOR COULD POSSIBLY GO DOWN 1 HOLE.

**General Operation:** THE LARGER DIAMETER PROP ALLOWED THE MOTOR TO RUN AT FULL TRIM FROM LOWER RPM UPWARDS.

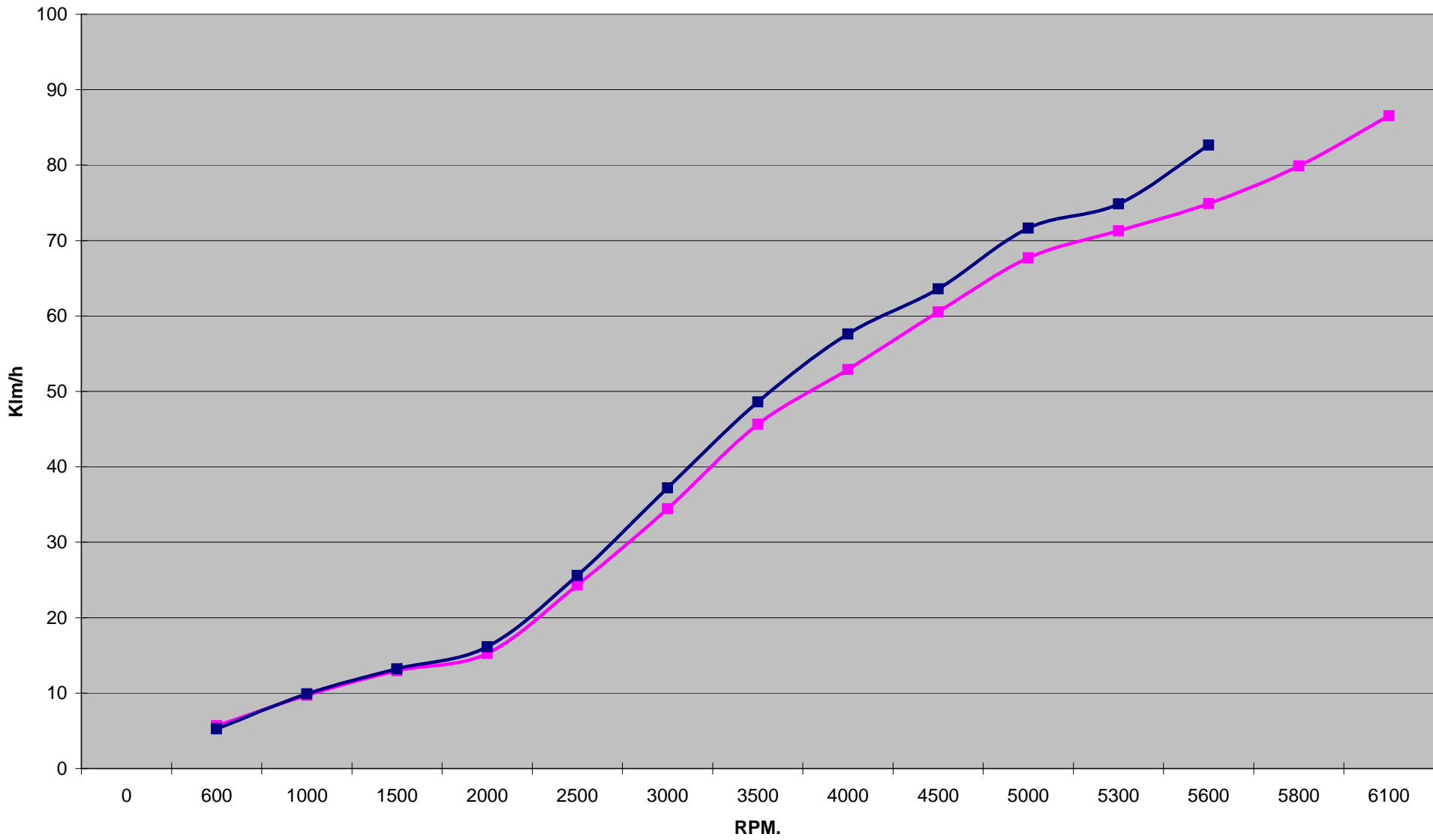
**Comments:** 0 - 50 IN 8 SECONDS. OVER 120 KLMS OF TESTING 84 LITRES OF FUEL USED IN TOTAL.

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.

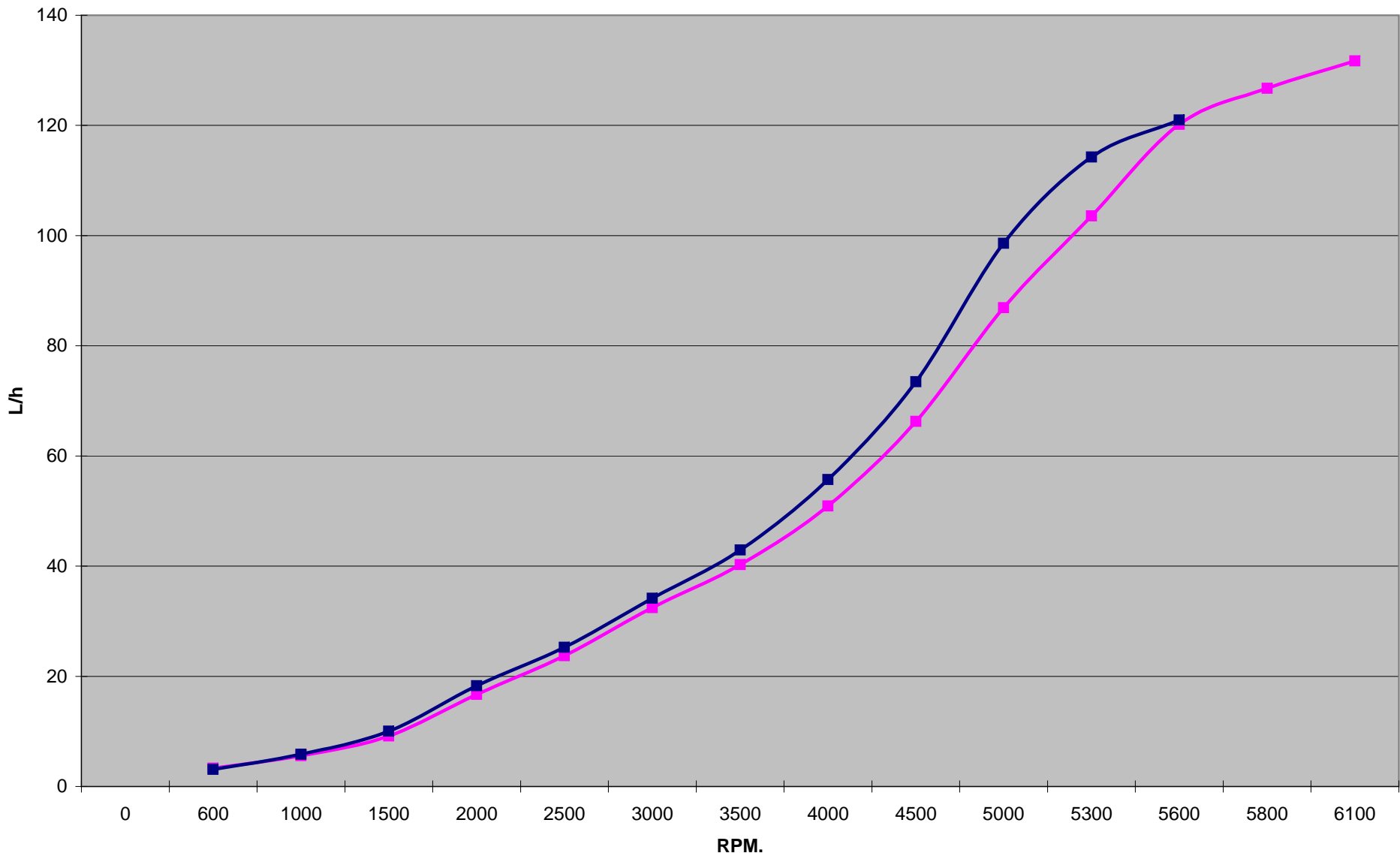
# 8M COMMODORE ABROLHOS

16 1/4 x 19 SW vs 15 1/2 x 21 SW



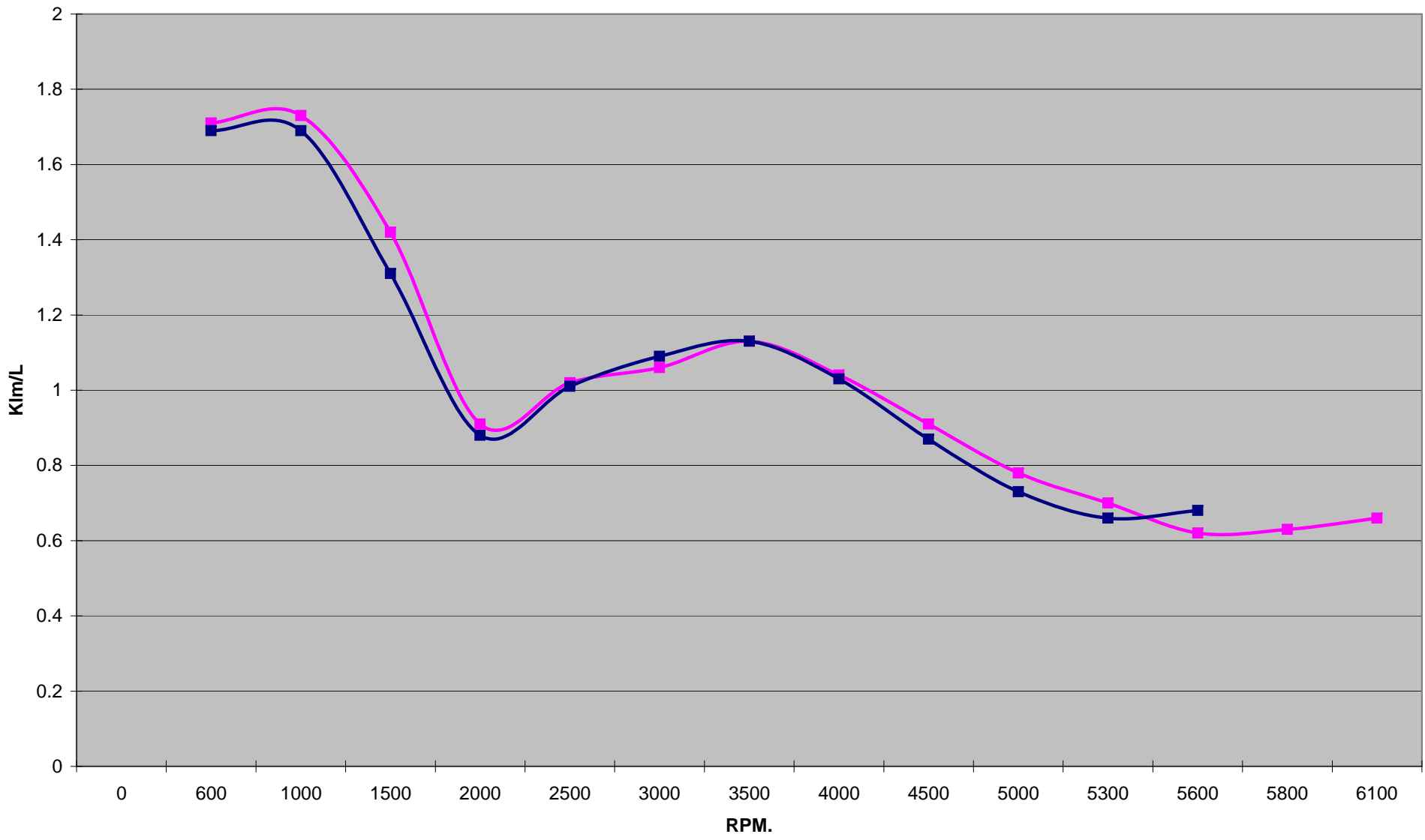
19" Klm/h 21" Klm/h

**8M COMMODORE ABROLHOS**  
**16 1/4 x 19 SW vs 15 1/2 x 21 SW**



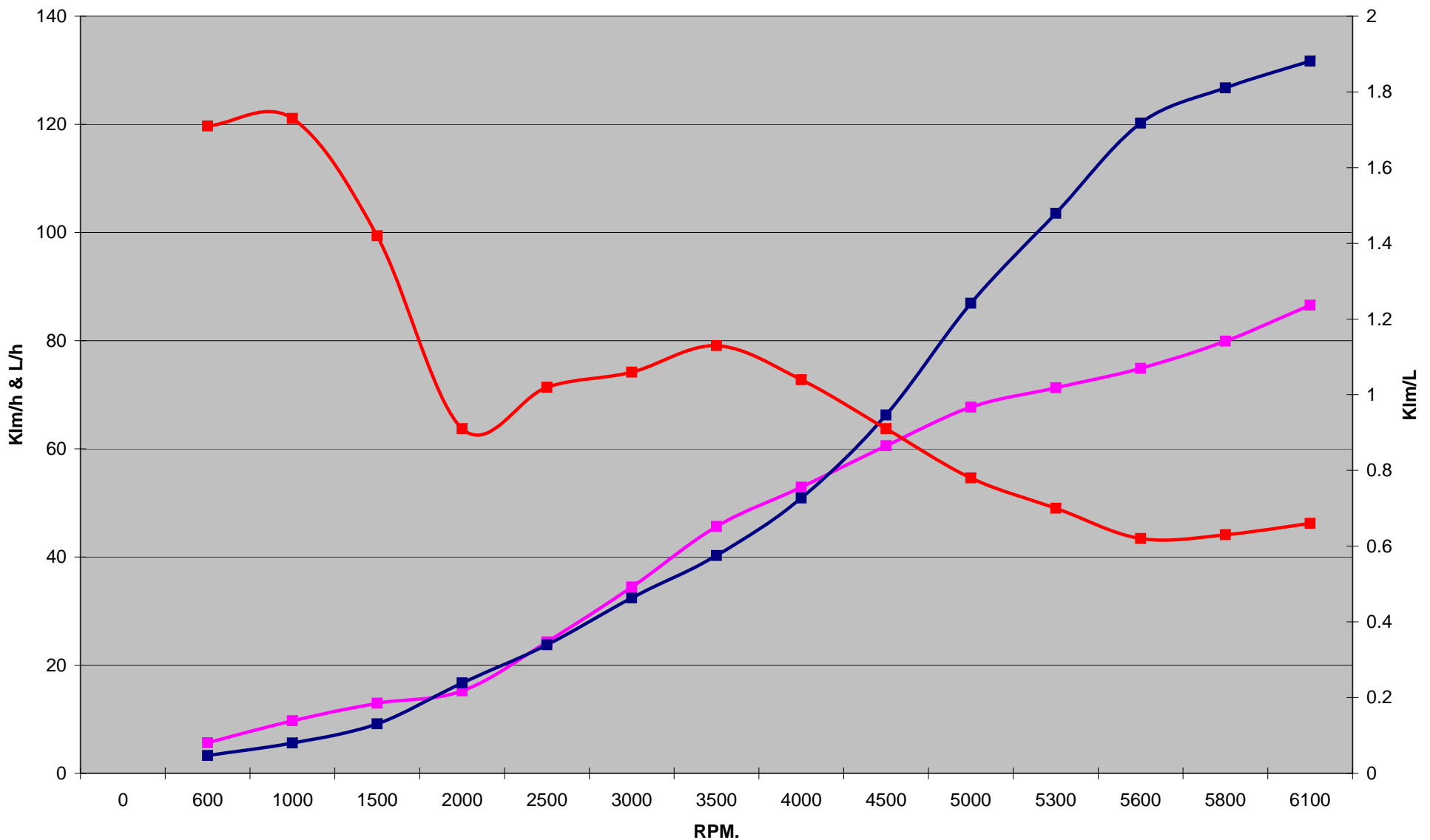
—■— 19" L/h —■— 21" L/h

**8M COMMODORE ABROLHOS**  
**16 1/4 x 19 SW vs 15 1/2 x 21 SW**



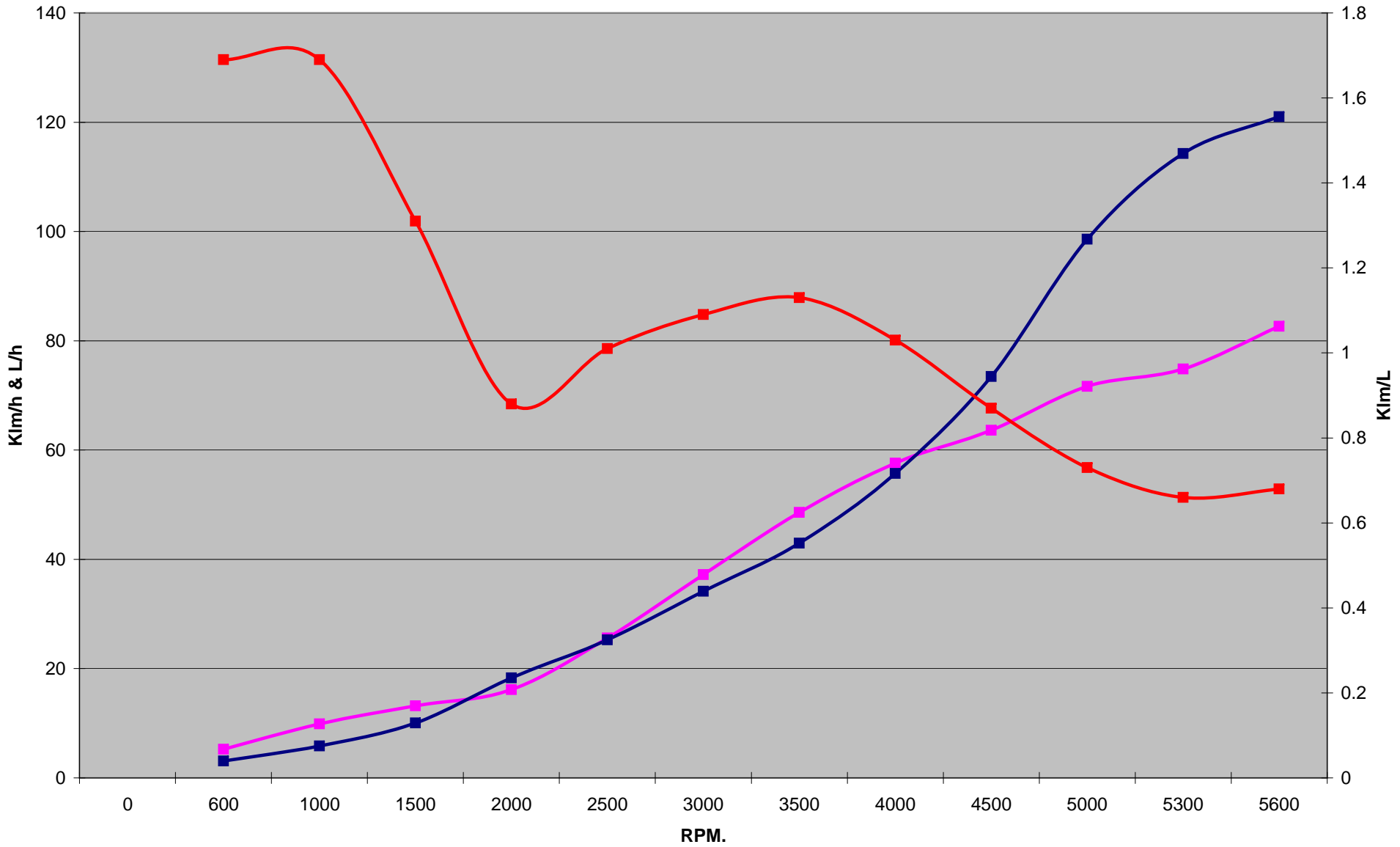
—■— 19" Kl/m/L —■— 21" Kl/m/L

# 8M COMMODORE ABROLHOS 16 1/4 x 19 SW



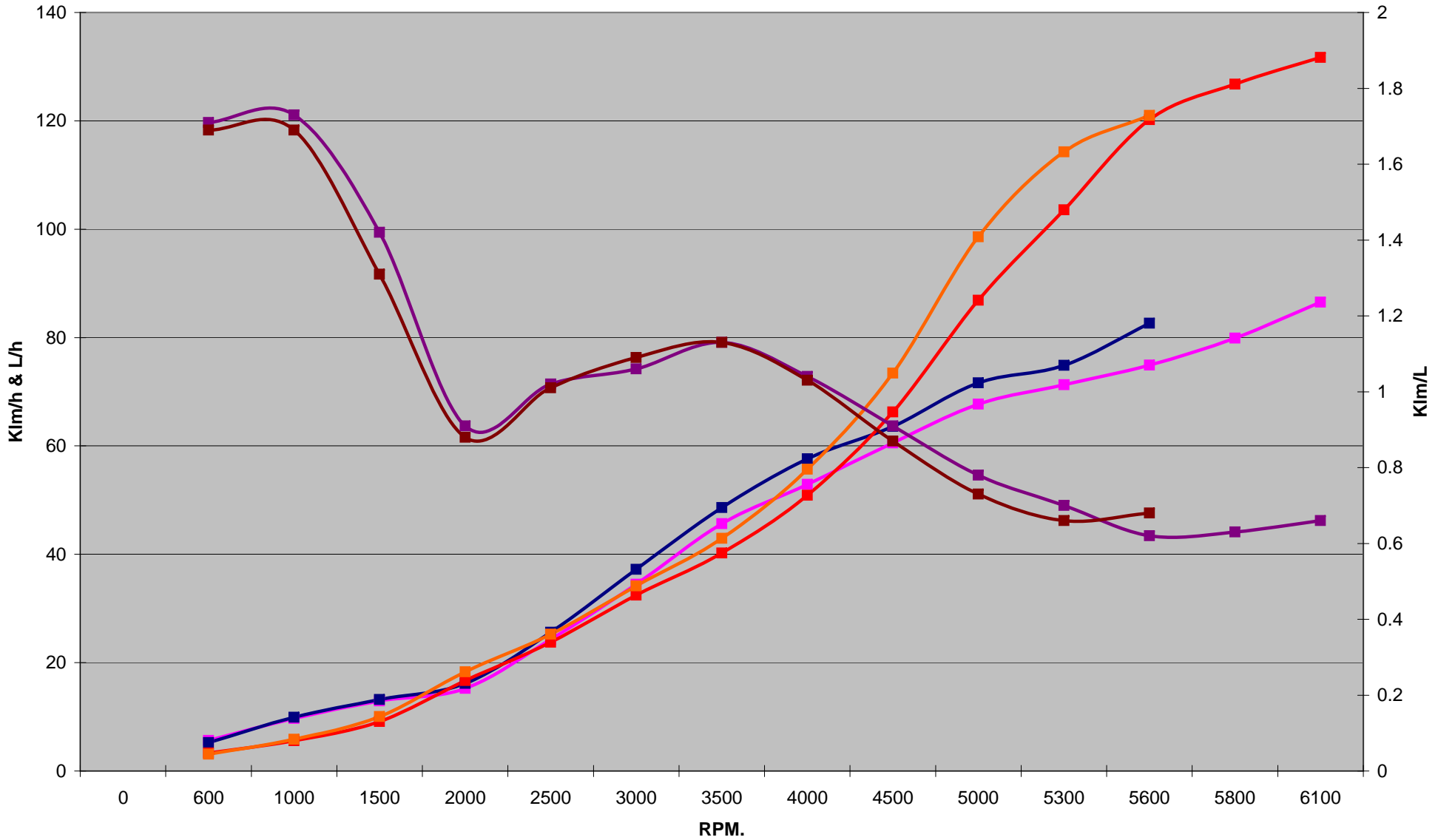
■ 19" Klm/h ■ 19" L/h ■ 19" Km/L

8M COMMODORE ABROLHOS  
15 1/2 x 21 SW



—■— 21" Klm/h —■— 21" L/h —■— 21" Klm/L

**8M COMMODORE ABROLHOS**  
**16 1/4 x 19 SW vs 15 1/2 x 21 SW**



19" Klm/h 21" Klm/h 19" L/h 21" L/h 19" Klm/L 21" Klm/L