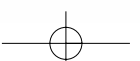


WaterMota Centenary Newsletter



CELEBRATING 100 YEARS

Founded in Hampton Wick, London in 1911, WaterMota is celebrating 100 years of supplying engines to the marine industry.





WATERMOTA - CELEBRATING 100 YEARS

Introduction



I joined WaterMota in 1994 from Cummins Engine Company in Daventry. Before Cummins I worked in the engine business with R. A. Lister & Co Ltd, Lister Blackstone Marine Ltd, Lister Petter Marine Ltd and Cornish Boatbuilder Cygnus Marine Ltd. As a Devonian, I had been looking for a way of returning full time and when the opportunity arose, I was keen to purchase WaterMota Ltd.

At the time, WaterMota was primarily a manufacturing company, making components and marinising Ford based engines, preparing and securing marinisation kits for the C T Marine division and re-conditioning elderly Sea Panther engines. In addition it was distributing the Westerbeke range of small marine propulsion engines and generating sets. It needed to change if it was to make it to its centenary year.

The last 15 years has seen many changes at WaterMota including moving from manufacturing to distribution, to new, modern facilities. We have achieved this with the help of a dedicated team of employees, a strong dealer network, with quality products and a lot of hard work. We continue with a small machine and fabrication shop giving us the flexibility to meet customer needs and add value. In 2005 we achieved ISO 9001-2000 certification which more recently was upgraded to ISO 9001-2008 by SGS.

Early on, we added the New Holland range of engines, named "Sea Ranger" 90 and 120. We included them with our Ford based engines, named "Sea Horse" and "Sea Lion" in our displays at boat shows and exhibitions around the world including Belfast, Dublin, Dubai, London, METS, Southampton and Sydney.

Whilst on a business trip to Greece to meet our distributor and discuss diminishing sales, I came across the Daewoo – now Doosan – range of engines. I was impressed with what I saw; a range of engines that were ideally suited for the commercial sector in the UK. My former years working for engine manufacturers, developing their distributors enabled me to reverse the roles and become a distributor for a major engine manufacturer, helping them break into the European market. WaterMota signed its distribution agreement with Daewoo in 1997. The first Daewoo L136T engine into service in the UK was for a pleasure boat operating in South Devon MV "Sapphire" and since then we have sold more than 1,200 units.

Some of our more recent installations include the main engines, a pair of 880 bhp 4V222TIM units through Twin Disc gearboxes, in MV "John Rae", a 22m pilot vessel owned and operated by the Orkney Island Council; the 16M Tug "Sally Mcloughlin" operating in Belfast Harbour, powered by a pair of 800 hp 4V222TIIH engines. 3 X AD126TI 1500 rpm gen set engines to replace Gardner units in the Red Funnel ferry "Red Osprey" and 2 X V158TI main engines in MV "Split Three" for M L Dredging.

Since agreeing terms with Doosan Infracore, we have signed distribution agreements with a number of South Korean manufacturers, including Dong-I who make reversing gearboxes, Power Take-offs and Steering systems, JMP Corporation who make flexible impeller pumps, not only for Doosan but for engines manufactured by Cummins, Detroit Diesels, Volvo and others. During the middle of 2010 we signed with Hyundai SeasAll, a division of Hyundai KIA Motor Corporation. Hyundai SeasAll is introducing an exciting new range of marine engines, mainly for light commercial and the pleasure boat industry.

We are members of the British Marine Federation and Marine Engine and Equipment Manufacturers Association.

As we continue to grow our business, we thank our many customers, dealers and suppliers for their continued support.

Mike Beacham
Chairman and MD





WATERMOTA - CELEBRATING 100 YEARS



Hyundai SeasAll - committed to continuous innovation, quality and customer satisfaction



After four years of development, Hyundai Kia Motors Co has introduced a new range of marine engines. These have been transferred to Hyundai SeasAll Co Ltd, a new company, founded in August 2009 dedicated to the marine industry and committed to introduce the Hyundai range of marine engines through an international distribution network. WaterMota was appointed exclusive distributor in June 2010 for the UK, the Republic of Ireland and Iceland.

Other European distributors include De Maas for Holland and the Benelux region, MotorMarine for Croatia, Diesel Power for Sweden, SeasAll Motors for Greece, SOCOGES for Italy, Malta and Slovenia NORM for Turkey, BUKH for Denmark and worldwide for SOLAS approved Hyundai engines. Some of the new distributors to be appointed during 2011 include France, Finland, Portugal and Germany. Hyundai SeasAll has world wide distributors in Australasia, the Americas and the Far East.

Hyundai has added marine expertise to its automobile engines, long viewed as the world's leader in high-quality engine manufacturing. Engineers from Hyundai's Powertrain R&D department have carried out years of testing in dyno cells and on the water and are now dedicated to producing the best quality engines which exceed customers' expectations.



Computer-aided engineering has been applied to the development of the marine engines based upon the automobile range. Engineers have used sophisticated techniques to verify structural integrity, vibration and heat transfer of all key components from an initial design stage. Durability has been improved through innovations in more efficient and safer cooling circuits as well as a corrosion-resistant design.

The result is a marine engine which is light and compact, fuel efficient and quiet, exceeding industry emission and noise requirements. Det Norske Veritas DNV has issued EC Type Examination Certificates confirming the engines comply with the Recreational Craft Directive RCD. DNV has issued EC Type-Examination Certificates, QS-Certificate of Assessment - EC and a technical report confirming that the BUKH Hyundai version is suitable for lifeboat/rescue boat propulsion engine standards for Safety of Life at Sea (SOLAS).



Engineers based in Hyundai's R&D centre in Hwasung City, Gyeonggi Province are now expanding the range further, developing Hyundai Kia's automobile diesel engines which range from 1.1 to 12 litres into marine engines.

The first two models of Hyundai SeasAll diesel engines are offered with light and medium duty ratings, they include an in line four cylinder 2.2 litre developing 170 bhp / 125 KW and 150 hp/110 KW and a V6 CRDI 3.0 litre developing 250 bhp / 184 KW and 230 bhp / 170 KW. Weighing just 261 and 334kg, the sterndrive, shaftdrive and waterjet models are ultra-light, extremely compact, quiet and fuel-efficient. Three new models will be released in 2011 and more in 2012/3.

An electronic engine management and common rail fuel injection system optimises engine power, fuel consumption and emissions.

Coast Worker 21 fitted with Hyundai SeasAll D170S-Bravo 1X Sterndrive





WATERMOTA - CELEBRATING 100 YEARS



WaterMota Ltd is the exclusive distributor for Doosan Infracore Ltd. Doosan Infracore, formerly Daewoo Heavy Industries Ltd was established in 1975 in Incheon South Korea.

Doosan Infracore manufactures engines for the construction industry such as excavators and fork lifts, agricultural equipment including tractors, cranes, generators, buses, trucks and marine industries. In 2009, Doosan manufactured 63,000 engines and equipment with a sales turnover of \$620M. Their OEM's include gen set manufacturers, SDMO - France, TEKSAN - Turkey and Himoina - Spain, commercial truck manufacturers TATA - India, Daewoo Bus Co - South Korea and many more.

includes 117 to 883 KW / 160 to 1,200 bhp. For fixed speed marine auxilliary duty with electronic governing from 77 to 530 KW mechanical, Doosan will be introducing a new 27 litre engine in the near future. It is already in service in the defence industry.

In addition to the mechanically governed engines as they are today, Doosan has introduced a range of electronic, common rail engines for trucks and buses. These are being developed and will be available for the marine industry.

The range extends from 5.8 to 22 litres, in marine propulsion format this



Machinery spaces with 2 X L136TI and 1 AD136 in "Seaclear"



Doosan AD126TI power pack installed in MT "Kintore"

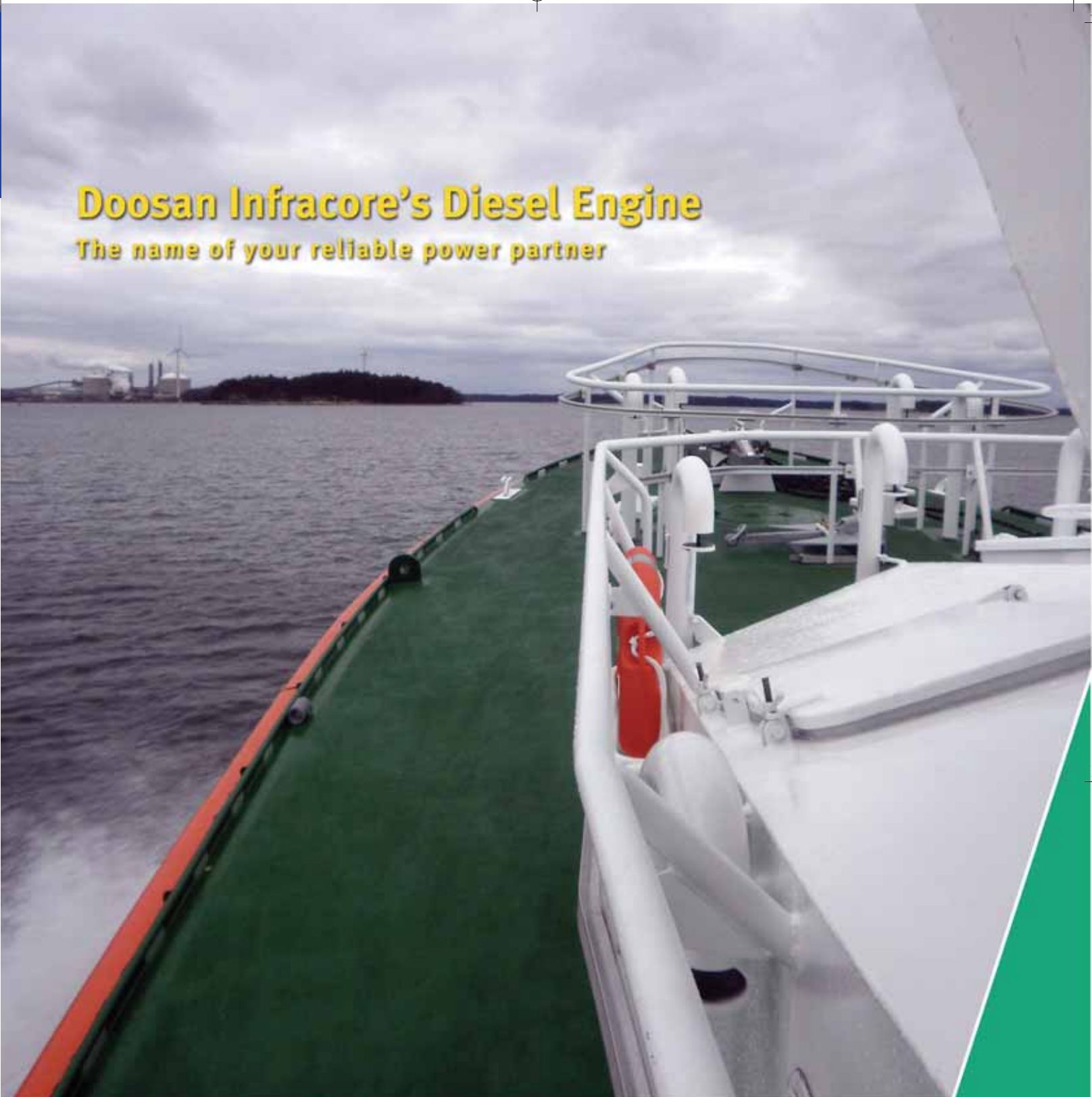


Cowes Harbour Authority workboat "Seaclear"



MFV "Genesis Rose" powered by Doosan MD196TI through Dong-I DMT170H gearbox





Doosan Infracore's Diesel Engine

The name of your reliable power partner



Doosan Popular Marine Engine Selection

Model	Heavy Duty	Medium Duty	Light Duty
Lo86TI	210kW@2,100rpm	232kW@2,300rpm	265kW@2,500rpm
L136TI	230kW@2,200rpm	-	-
L126TI	265kW@2,000rpm	294kW@2,100rpm	-
4V158TI	390kW@1,800rpm	441kW@2,100rpm	603kW@2,300rpm
4V222TI	588kW@1,800rpm	647kW@2,100rpm	883kW@2,300rpm

* 2 Valve Type 4 Valve Type



<http://engine.doosaninfracore.co.kr>

Seoul Office : Engines & Materials BG, Doosan Infracore Co., Ltd. 21st Floor, Doosan Tower, 18-12, Euljiro 6-ga, Jung-gu, Seoul, Korea.
 Tel: +82-2-3398-8530-8546 Fax: +82-2-3398-8509 Email: Kilsoo.kim@doosan.com



WATERMOTA - CELEBRATING 100 YEARS

Westerbeke - dedicated to the development of diesel engines and generators

In 1937, John H. Westerbeke Sr. founded the Westerbeke Corporation as a company dedicated to the development of diesel engines and generators for a variety of uses and by 1938, Westerbeke was already pioneering use of the Detroit Diesel 6-71 for marine applications.

In 1959, the company started customising Perkins engine blocks for marine applications, creating a market for small marine diesels among sail-boaters seeking reliable and practical auxiliary power. The same engines were also used in marine diesel generators. In the 1980s the company revolutionised the marine diesel market by introducing a new line of quiet, compact, lightweight and dependable generators that were the smallest available.

Currently, Westerbeke uses engines from leading manufacturers to create marine-proven diesel and gasoline engines ranging from 12 to 126 horsepower and generators ranging from 3.0 to 60 kilowatts. Also manufactured are Universal diesel engines from 20 to 35 horsepower and Rotary Aire marine climate control systems offering self-contained efficiency in 10,000 BTU and 17,000 BTU models.

Following the introduction of the WaterMota Sea Panther in the early 70's, WaterMota required a worldwide distribution network. Westerbeke was selected and introduce the engine into the USA as the L10. In return, WaterMota was appointed the UK Distributor for Westerbeke gen sets and later small propulsion engines.

Westerbeke generators are fitted as standard by a number of UK boat builders including Oyster Yachts, Meercat Workboats and Southampton Marine Services.



Standard Meercat fitted with Westerbeke 9.2 BTD generating sets and Doosan main engines



Westerbeke gen set installed in a Cleopatra 38



65A Four



17.0 EDE D-NET

BRINKMANN & NIEMEIJER MOTOREN CONGRATULATES WATERMOTA ON ITS 100 YEAR ANNIVERSARY

Brinkmann & Niemeijer Motoren
manufacturer of generating sets, water
pumpsets and hydraulic power packs



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& NIEMEIJER** 
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T. (+31) 571-27 69 00, F. (+31) 571-27 68 00, info@bnmotoren.nl

**WATERMOTA AND B&N
- SHARING THE PASSION**



WaterMota designs and builds standard and customised generating sets and power packs with Doosan and Meccalte



**Totally focused and
totally independent**

**That's why we're a world leading producer
of world class alternators.**

We only make one kind of product which means we're always totally focused on producing high quality alternators. Our company is totally independent which means that we never compete with any of our customers in the end market. These are two main reasons why we're a world leading producer of world-class alternators. There are lots more. Visit our website and find out what they are.

www.meccalte.com

Marine Alternators 1-2500kVA 50Hz, 1-3000kVA 60Hz



WATERMOTA - CELEBRATING 100 YEARS

WaterMota 1911 to 2011

WaterMota was established at the Pembroke Engineering Works at Hampton Wick, Kingston upon Thames in 1911 by Walter Fair as a subsidiary of Rigbys a London gunsmith where he was the manager.

The first engines produced by the company were American Waterman two stroke inboard and outboard engines built under licence, similar in appearance to the copper jacketed K1 and K2 engines which were eventually developed by Fair. However, one of the many innovative products produced by WaterMota in the initial years was a variable pitch propeller which could be set to allow speed, ahead, astern and neutral by altering the propeller's pitch. This was a much improved version of the original variable pitch propeller thought to have been patented in 1895 and was in production until the late 1990s.

The outbreak of the First World War severely curtailed the production of marine engines with production facilities given over to making Hyland Cocking levers for machine guns and a range of aircraft fittings.

During the war, the British Admiralty approached WaterMota to design and produce and outboard for their use, the result being the Mark 1 which was produced with little



Above:
Restored Fairline 19, built in the mid 60's powered by a WaterMota Sea Wolf

change until 1926 when it was developed for outboard racing for Fair's son Colin and Shingo Yano who had previously worked for the Anzani engine company. The engine was revamped from 31/2 hp/292cc @ 900rpm into a 15hp/347cc @ 4.500rpm racer suitable for pushing a hydroplane up to 40mph.

In June 1927, Yano in Bullet Two and Fair in British Maid Two were the first to race a British designed outboard in the first ever outboard motor boat race in England, using the WaterMota engine to achieve the fastest lap, running away from the field from the start.

Success followed in rapid succession with Fair coming first in the national championship for "B" class motors up to 650cc in 1927 and 1928, also claiming the mile record and the Star International Championship at a speed of 35.84 miles per hour.

Throughout this period and into the 1930s, production of the copper potted K1s and K2s continued and the C4 was introduced based on the Ford E93A C Series automotive engine also the SK2 was introduced, an up rated version of the K2.

The C4 was fitted with the Joes 505B marine gearbox imported from America and assembled at their works in Walton upon Thames. The original gearboxes were a sealed unit driven by a lay shaft from the flywheel, with four mounting points enabling it to be driven by almost any engine. It was later manufactured under licence by the company and produced with extensive modifications until the mid 1990s.

The J Type gear box was fitted to the Sea Wolf, Sea Tiger, the OHV. Sea Panther, Sea Cub, Sea Beaver and also supplied to other marine engine manufacturers including Seafarer and Solo of Sweden. The engine was sold to Sheridan Marine which still offers a repair service.

In 1938, WaterMota relocated to Two Mile Oak in South Devon and in 1944 resumed production of its marine engine range, suitable for boats up to 20 tons.

In 1952 the stores and offices above the machine shop were destroyed in a disastrous fire and the machine shop was also extensively damaged. This incident probably hastened the demise of the K1S and K2S and production ceased on these two engines.

In 1959, WaterMota became a limited company with John Wallbeof-Wilson, Viscount Exmouth and Colin Fair forming the board of directors, joined by Aubrey Denton in 1960.

This heralded the development of a wide range of engines, the first one being the Sea Wolf based on the Ford Anglia 105E 1000CC engine, a major leap forward from the 24 years old C4 which led to WaterMota becoming one of the worlds leading petrol engine marinisers.

The Sea Otter, Sea Tiger and Sea Leopard based on the Ford 109E 1200CC, 115E 1500CC and the 122E 1500CC GT engines followed and



WaterMota's stand at the Shipping, Engineering and Machinery Exhibition, London 1923



WATERMOTA - CELEBRATING 100 YEARS

in 1962 a new engine assembly and test shop was built to cope with the rapid expansion.

With further expansion and new engines being introduced, WaterMota moved again in 1964 to larger premises a mile away at Abbotskerswell.

The premises were converted from a cider mill to a large machine shop and modern production plant, with all areas connected by a monorail system making moving the engines and parts a simple operation.

The late 1960's saw the appearance of the 80HP 4 cylinder Sea Scout, 120HP 6 cylinder Sea Lion and the 170 HP Super Lion.

The Mark 2 Sea Wolf, Sea Tiger and Sea Leopard made their appearance in 1968, based on the Ford Escort/Cortina Crossflow engines.

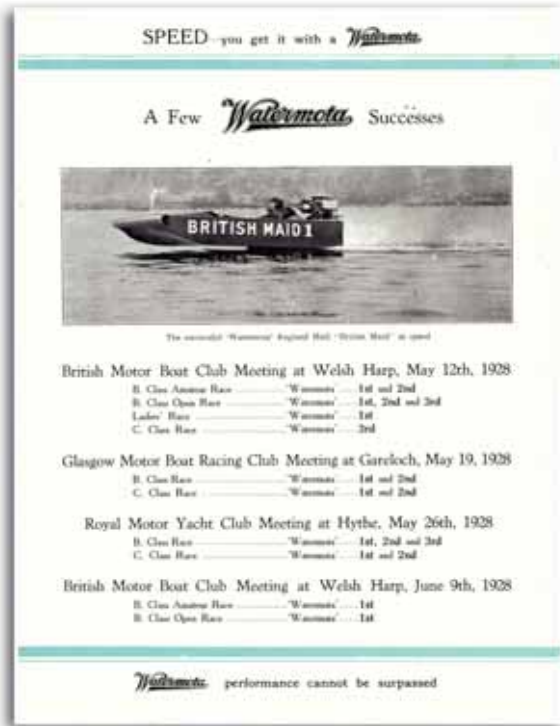
Without a doubt the most ambitious engine developed by WaterMota was the Sea Panther, prompted by the increasing movement from petrol to diesel in yachts.

The base engine was the Ford 1600CC Crossflow petrol engine, the same as used for the Sea Tiger. Major component changes were a new cylinder head, higher compression pistons, timing case and cover to mount the injection pump. The engine quickly became the company's main product, used on fire pumps, generator sets and air conditioning sets for buses.

It was subsequently taken up by Ford and developed into the Fiesta and Escort XLD engine.

In 1995 WaterMota was bought by Mike Beacham looking to move back to Devon full time. Over the last 15 years he has turned the company from a manufacturing business to a distributor for engines and gen sets, pumps and strainers and transmissions and steering systems working with Doosan, Hyundai, Westerbeke, Universal, CRM Motori SpA, Dong-I, JMP and Azcue among others.

The company has strong links with the fishing industry, pleasure boats, multicat and work boats.



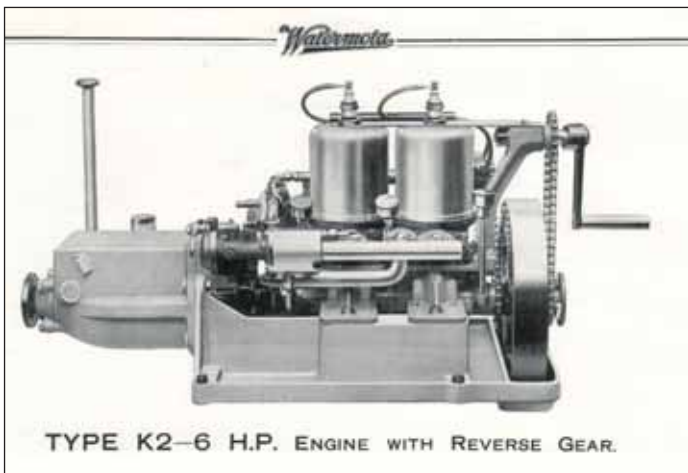
The successful WaterMota engined hull British Maid at speed.



Freeman 24 often fitted with a WaterMota Sea Panther 4 cylinder diesel engine



Freeman 27 offered with twin WaterMota Sea Tiger engines



WaterMota K2 engine



Freeman 32 offered with twin WaterMota Sea Lion inline 6 cylinder



WATERMOTA - CELEBRATING 100 YEARS

WaterMota SRL Romania

leading distributors of marine and industrial engines and generators

Established in Constanta, Romania in 2007, Watermota SRL consists of a team of highly skilled engineers and specialists, with a dynamic approach required to develop and strengthen our position as distributors of marine and industrial engines and generators on the Southeast European market.

Since its inception, WaterMota has been governed by the core values it shares with WaterMota Ltd, which shape the culture and define the character of our company: integrity, teamwork, openness, client-focus, continuous improvement and pursuit of excellence.

Starting out as distributors of Doosan and Dong-i in Romania and Bulgaria, Watermota SRL received the direct support and valuable professional expertise of its sister company Watermota Ltd. Today our company proudly represents leading international engine and diesel generator producers such as: Mitsubishi Heavy Industries, Fischer Panda, Lister Petter, Westerbeke and FNM.

Active participation in international fairs and exhibitions is a major part of our business policy and has proved to be an important means of marketing by developing awareness of our company in Romania and abroad. Among the exhibitions we attend as exhibitors, again with the full support of Watermota Ltd are: Europort Romania and the Romanian Boat Show.

We gain our competitive advantage by providing assistance before, during and after installation of our products, relying on a highly committed and client-focused staff of sales, support and specialist engineers.



Monica Moise with WaterMota MD Mike Beacham



S C WaterMota SRL offices in Constanta



Sales Director Bogdan Moise



WaterMota Ltd is one of the leading marine distribution companies with exclusive distributor agreements with Dong-I, Doosan Infracore, Hyundai SeasAll, JMP, Westerbeke and Universal and is able to offer a wide range of products for many applications including military, commercial and pleasure boat.



Our customers include angling, charter, commercial fishermen, Dutch Barges, ferries, fish farms, harbour workboats, multcats, pilot vessels, pleasure and trip boats, tugs and wind farm support.

WaterMota will supply the main engine, reversing gearbox, tailshaft, sterntube, propeller, nozzle, bilge and deck wash pumps, fire pumps, general service pumps, auxiliary power packs, custom built generating sets, rudder assemblies, steering systems, hydraulics and most engine room installation fittings.

WaterMota has agreements with AZCUE, Buccaneer Boats Ltd, Cleopatra Workboats, CRM spa and a sister company, SC WaterMota SRL, based in Constanta, Romania.

DE MAAS CONGRATULATES WATERMOTA ON ITS 100 YEAR ANNIVERSARY

De Maas Congratulates Watermota
- supplier of engines for marine and fire fighting



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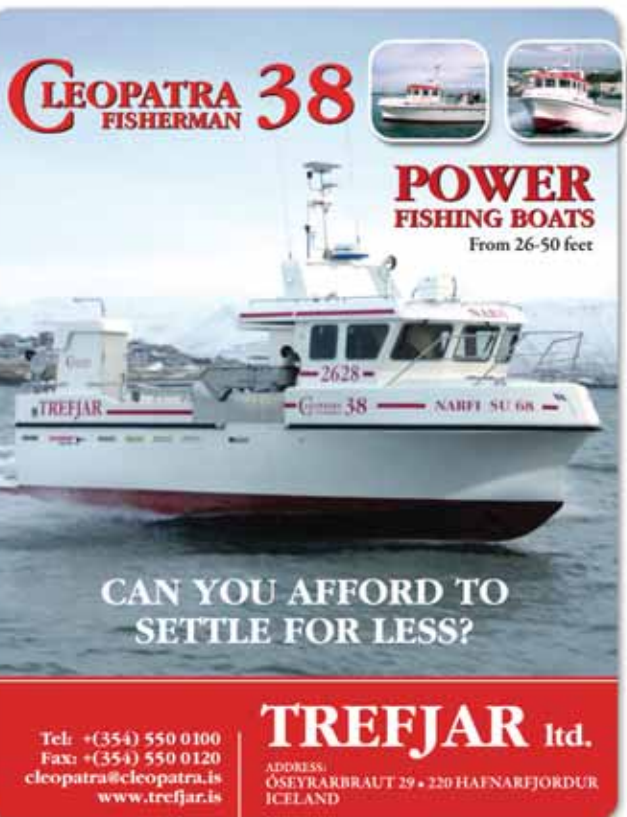


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WATERMOTA - CELEBRATING 100 YEARS

JMP Marine - manufacturers of trusted pumps and impellers

For more than 30 years, JMP Marine, a subsidiary of JMP Corporation, has designed and manufactured some of the most trusted pumps in the international market.



The company's electro-magnetic clutch, general multi-purpose and marine engine cooling pumps can be designed to meet specific application requirements and are suitable for high-capacity bilge or deckwash and in emergency fire-fighting situations. With flow rates from 26 gal/min to 156 gal/min at 1,800 rpm, the general, multi-purpose pumps can handle a wide range of liquid transfer, circulation and processing.

Pumps have a strong, bronze body and feature a mechanical seal for a longer life. A high-performing, long-lasting flexible impeller provides an efficient solution to most marine pumping needs and can be cross referenced with most major brands.

JMP has been selected by Hyundai SeasAll to manufacture engine cooling pumps for its marine diesel engine line-up and developed pumps and impellers specifically for these applications. In addition, all Doosan engines are fitted with JMP engine cooling pumps.

JMP gear driven engine cooling and electro magnetic clutched, belt driven bilge and deck wash pumps



WaterMota Ltd
PUMPS & STRAINERS





WATERMOTA - CELEBRATING 100 YEARS

Dong-I - aiming for full satisfaction of customers in any sea

Dong-I Industrial Co. Ltd is one of the leading manufacturers of marine transmissions, marine steering systems and power take-offs in the world.

Based in South Korea, Dong-I has built a first-class reputation for reliability and endurance with many units type tested and approved by some of the worlds' classification societies including Lloyds Register, Det Norske Veritas, China Classification Society, Korean Register of Shipping and others.

Dong-I supplies marine transmissions direct to engine manufacturers including Mitsubishi and Doosan and the company's transmissions and power take-offs are fitted to engines manufactured by Caterpillar, Cummins, Ford, Hyundai, Iveco, John Deere, New Holland, Scania and Volvo.

With its motto as better and better products for the full satisfaction of customers in any sea, Dong-I is famous for providing function in a variety of applications and the company now supplies hydraulic marine transmission products to more than 50 countries worldwide.



Hydraulic power take-off DPO-F087C fitted to L136T1



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KOREA - INTERNAL SHAFT SUPPORTER

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KOREA - DMT400H

TURKEY - DMT200H(2UNIT)

DONG-I, we support the safe marine activities worldwide. Because DONG-I strongly believes it is the best partner for the people who love marine activities anywhere and anytime.



B19 IBIS at WaterMota

Buccaneer Boats - producing proven, reliable craft

Buccaneer Boats was formed in Camborne, Cornwall in 1996 by Paul Draper and the first GRP hull was the Buccaneer B16-6 Cove Boat design which has proved to be the first of a range of proven and practical designs.

Buccaneer Boats now produces nine designs of boat - the B16-6, B19, B21, B28, B33, B37, B40 and the B46, providing the most comprehensive and modern range in the UK and probably Europe. All the designs have the most up to date characteristics featuring maximum breadth which is carried fore and aft to maximise deck space. Bulbous bows are integral in the hull designs and all of them can be adapted for most modes of fishing or as general purpose workboats.

The company is planning to bring out designs for the private and leisure industry and for trawler yacht versions and weekend fishing cruisers based on Buccaneer's proven hulls. Also in the pipeline are designs for an all new B21 and B24.

Additional plans include a traditional sailing version of a 20ft fishing boat based on a early design which evolved in the fishing village of Mevagissey, Cornwall. The craft will be produced in GRP as either an open day boat or with a two berth cabin.

Buccaneer Boats is at the fore front of producing proven and practical designs moulded in GRP for all applications that require sound, reliable craft.



MFV Avril Rose B33 with Doosan L136.tif



Doosan L136 in B33 for Buccaneer resize.



B33 MFV Osprey fitted out by Anderson Marine in Peterhead. Includes a Doosan L136 main engine on a Dong-I gearbox with 3.461 to 1 reduction.


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in the UK
five metres up to 15 metres**

Congratulations to



WaterMota Ltd
ENGINES & GENERATORS

*on their 100 years in
the marine industry*



WATERMOTA - CELEBRATING 100 YEARS

AZCUE has been designing and manufacturing pumps for more than a century and offers a range which extends from centrifugal pumps through to high capacity fire fighting pumps.

Pumps may be belt driven, direct, close coupled to an auxiliary engine or driven by electric motors.

AZCUE pumps are manufactured in cast iron or manganese bronze and designed and manufactured to meet the needs of different industries including the marine industry, fire fighting, water treatment, irrigation, heating and ventilation, water supply and distribution, food and drink industry.

Constant incorporation of the latest project design, production, quality control and data processing techniques ensures a product with an optimum quality-price ratio and reliability.

WaterMota supplies and supports boat builders and major shipping companies with spares and new pumps. Pumps are supplied to the fishing industry through to the international shipping industry.



100 YEARS AÑOS
(1910-2010)

1910
2010

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e-mail: cmercial@azcuepumps.es - ARRONA (Guipúzcoa) Spain

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SOUND PROOF SYSTEMS CONGRATULATES WATERMOTA ON ITS 100 YEAR ANNIVERSARY

Sound Proof Systems manufacturer of frames, canopies and container for genset applications



WATERMOTA AND SOUND PROOF SYSTEMS - SHARING THE PASSION



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