

● **NEW Outboard Prices**

**Malcolm Douglas
1941-2010**

*Our Tribute To An
Exceptional
Bloke . . .*



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● **SUMMER'S HERE!**
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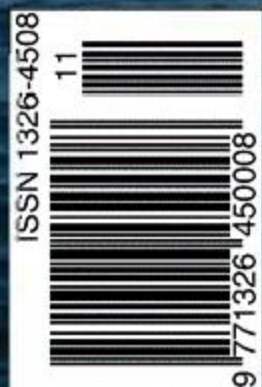
● **3 Years Later: "Why
I Love My Parsun!"**



● **Special F&B Report:**

**Origin's Latest 7500 with Lombardini
Diesel & Bravo 2 Sterndrive**

● **Southwind SF-20 Renovation - Part Two Is Here!**



When we first wrote about the Parsun outboards, the sky very nearly did fall down on top of F&B, as several of the 'established' outboard distributors railed hard against F&B promoting these Chinese outboards. Just as they did when PW tested the first 40hp Honda 4-stroke back in 1992. And the original Mariner (read Yamaha!) way back in 1976. Then, as now, we believed the boating public have a 'right to know' and as ever, given half a chance, we play all the new product releases with a straight bat. In this case, it wasn't hard to work out why the establishment were so worried about Parsun; this is the real deal from yet another Chinese manufacturer with the world's markets in their sites, and the wherewithall to achieve it.

Owners Report:

Parsun Outboards:

3 Years Later

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It's now several years since we published the first-ever test of the Chinese built Parsun outboard in Oz.

The 2-stroke 15hp engine was clamped onto the back of a Horizon 3.55 tinny, and we set about putting it through its paces as we have done with all the other competitive outboards over the years. As well, we made a video of the test as we knew it was going to have a major impact on the Australian outboard world. And boy, we got that right, didn't we?

Parsun subsequently went on to carve out a very useful share of the Australian market and as more engines were released, the share and the Parsun reputation grew.

Back at the beginning, we actually stated in the test and the subsequent video, that we really didn't know how the Parsuns would go in the longer term as "only time will tell."

Well, we're now several years on and apart from the little 3.5 Parsun we've had ourselves, which just keeps on keeping on (and has now been sold to its new owner in Lake Macquarie NSW) we've been monitoring the progress of various installations to see how the Parsuns worked 'on the coalface'.

This proved to be quite difficult because as we discovered in the process, a very large number of happy owners basically disappeared, never to be seen again because most of them were of "around the blockers" or families who had holiday shacks up and down the coast. As a result, the Parsun simply became part of their fishing and boating routine. Without exception, we've not had anything other than good reports from happy owners.

Even cynical fishermen who didn't really expect them to last at all have been quietly amazed at their rugged performance, and whilst there is a universal recognition that perhaps the paint job wasn't as good as some of the other brands, almost nobody cares. The thing that really matters is, that they keep going and start easily, is very much in the Parsun's favour.

"Frankly," one grizzly Gold Coast fisho told me, "I don't really give a stuff what it looks like – it just keeps going like a little beauty – and that'll do me."

But we did get some other opinions and comments and we'd like to share them with you now as part of the growing file we have on Parsuns in action.

Case #1 – from Sydney

This is interesting because it involves a Boatshed in Guttamatta Bay near Cronulla in Sydney where one of the very first 15hp 2-stroke Parsuns was installed on the back of the local boatshed's workboat (see pics).

For the best part of two and a half years, the little motor has been put to work every single day without missing a beat or a day.

This is believed to be (easily) the hardest working Parsun in Australia.

As was reported to F&B, "This motor gets used every single day. I can hear it start up most mornings around 5 am for Ian's fishing charter business. I can still hear it running at 8 pm most nights when they are putting the houseboat back onto the mooring. Not only does Ian use this boat, but he lends it to two other fishing charter companies at the same time. Ian also uses this boat as a rescue boat when a storm's come up and boats break their moorings."

"I'd feel 100% confident there is no other outboard at Guttamatta Bay in Cronulla that gets more use than this outboard." (Cont Over . . .)





Case #2 – from North Queensland

For some time now the magazine has been getting emails and letters asking, “Are those Parsun outboards any good”?

The editor asked me to check out how they were going in our area as we have the only Parsun distributor in north Queensland here in my own area, Sarina. I had a talk with Mark, the owner of Sarina Marine and after some time discussing the subject I suggested that he write down some of his thoughts on these engines whilst I checked on some of the local owners I could contact. The following is the result of what we could put together with the owners that we tracked down.

Of the many engines that were sold in this district I could only contact two local owners and the results, whilst not being very comprehensive, indicate that it appears that they are well worth investigation, when considering that the prices are roughly 30 to 40 % cheaper than the equivalent well known brands. Most of the engines sold have just disappeared into the ether and are obviously working satisfactorily or they would have

been back for warranty repairs.

The majority were two strokes of 3.6 h.p., 15 h.p., 30 h.p. and 40 h.p. as well as some of the smaller four strokes. It is pretty obvious that most of the two strokes are copies of the Yamaha CV series two strokes whilst a few are copies of the smaller Tohatsus and the four strokes are remarkably similar to the Yamaha carburettor four strokes, so much so that many outboard repairers use Parsun spare parts to repair the equivalent Yamaha's.

I guess that this makes sense as some of the more commonly used spares can be purchased for such low prices that they can be resold for five times the cost and still be half the price of genuine Yamaha spares however I am not sure that the quality is the same.

As far as manufacturing expertise goes the Parsuns are manufactured by a very large engineering company which is one of the largest makers of electrical generating machinery in the world and the outboard section is a stand alone factory which exclusively produces the whole range of outboards, and while the range is limited to engines up to forty horsepower there is a whole range of larger engines being designed for future manufacture.

I went along to talk to Jim Zervus who lives in Sarina and had a good look at his forty h.p. two stroke which he has fitted to his Quintrex 4.2 dory. The motor was bought to replace a forty h.p. Mariner which was getting a bit tired and Jim says that he was amazed at the speed and power, especially down low, of the new engine. He claims that it can beat most of the local similar setups easily for speed and weight carrying capability and does it for significantly less fuel than before. His engine was purchased with the optional electric start, however he also required power trim and tilt which is not available currently but is projected to be available soon. The motor was installed with an aftermarket electric trim setup and with all the extras still cost a bit over \$4000 fitted. So far it has not had its 100 hour service but has not had any faults and shows no sign of corrosion.

One interesting incident that demonstrates that the engine mounting bracket is pretty strong was when coming home after a day's fishing the trailer blew a tyre and the trailer jack knifed, resulting in the trailer hitch tearing off the back of the tow vehicle. The whole rig then ran off the road, down an embankment and turned upside down,

down, skidding along for quite a distance inverted with all the weight taken on the engine cowling and front deck of the boat which resulted in the boat and trailer being mostly written off but the engine only had a couple of scratches on the top of the cowl. Jim says he would buy another Parsun again if he was in the market and is very happy with the forty two stroke and would recommend them for any one interested in buying a motor cheaper than anything else on the market.

The other interesting engine which I tracked down was a 15 h.p. two stroke which is being used by the Australian Prawn Farms establishment at Ilbilbie south of Mackay. Jeff who answered all my questions readily said that he purchased the fifteen two stroke some time ago to replace an ageing Yamaha which was used for ten years or so and just wore out.

As most of the work for the engine is on a small dinghy on the prawn farm ponds and is usually only done at mostly idle speed he needed it to be able to run for long hours at idle much as the old Yammy used to and as the Parsun was exactly the same he tried it out.

So far it has performed very well and does not complain too much with all the slow running. I asked him why the motor only ran slowly all the time and he said that it was used to drag a length of heavy chain around the bottom to keep it stirred up and as such required the low down power available with the bigger motor. They produce 350 tonnes of prawns each year and it all goes to Woolworths who are the biggest retailer of sea food in Australia.

With 100 hours up so far the engine has no corrosion and the only fault was a broken engine mount which apparently occurred on a number of the fifteens and was due to a batch of faulty mounts being supplied by another manufacturer. This was replaced under warranty with no fuss and the engine has since been in continuous service with no more problems.

One last note that may be of interest is the fact that I have obtained a Parsun 25 h.p. four stroke which I plan on fitting to the displacement boat that I am planning on putting together, much as I wrote



about in an article on what I thought would be suitable for the future considering the high cost of fuel which is only going to get more expensive. It is hoped that it will operate at around six knots cruising and up to ten knots flat out with a fuel consumption of better than eight nautical miles per litre, so I will keep the readers informed on how it all works.

Finally, my own assessment of the Parsun outboard brand is that while there may be a few minor finish problems, in general the people who have bought them say that they would buy another one, especially considering the fact that they are so competitively priced that they demand consideration.

- Neil Dunstan.

F&B



Jim Zervus is thinking "Hell, the guys are gonna give me heaps when they see me in F&B!" Don't worry Jim - Helen is sending you up your own subscription and knife sharpener - so you'll win the bragging rights! (And thanks for the info)