

SHIRE[®]

CANAL COLLECTION



15 - 90hp
Canal Diesel Engines



Your Boat Deserves The Best

The Shire Canal Collection offers the best value for money engine packages on the market. Smooth and quiet in operation with unmatched reliability, all Shire engines are built to the highest quality standards laid down by ISO9001-2008. Extensively tested by dynamometers in our state-of-the-art Dyno Shop, the engines are tuned, run in and full delivery inspection is carried out before dispatch to the customer. Barrus has a wealth of experience in custom building engines for specific end-uses and users, including the RNLI, MoD Navy, MoD Army, MoD Special Forces, HM Coastguard and most other professional users. The same exacting standards demanded by these organisations are built into every Shire engine.



Features & Benefits

Faster Domestic Water Warm-Up

The Shire engine is the only engine fitted with built-in twin thermostats capable of delivering hot water faster and maintaining the temperature as long as required.



Maximum Electrical Power

Barrus were the first company to supply twin alternators as standard. Twin alternators ensure the start battery and domestic batteries are rapidly charged and on separate circuits.



Highest Torque Levels

All models have high torque at low speed and are Euro II, Tier 2 and RCD emission compliant.



Effect Electrical Power

A specially designed 230 volt alternator can power domestic appliances including microwave, cooker, washing machine, computers or hi-fi.



A reliable nationwide dealer network provides a first class technical back-up service.



Clean Fuel

The addition of a fuel pre-filter and water drain provides the highest quality filtration system and ensures factory quality levels are maintained throughout the installation.



Corrosion Protection

All castings and water pipes are black E coated for extra adhesion and corrosion resistance. E coating is far superior to paint in marine applications and is used by Rolls Royce and other MoD contractors. Other manufacturers avoid using E coating as it is an expensive process.



Easy Servicing

The sump drain pump makes it as easy as possible to drain the oil and maintain the engine. On the Shire 50, 70 and 90 there is also a gearbox drain pump fitted.



Peace of Mind

There is a five-year warranty on major engine components, one year on alternators and electrical components and three years or 2000 hours on all other components.



Shire 15



The Shire 15 is the latest addition to the Shire Canal Boat Engine Collection.

Remarkably smooth and quiet, it is an ideal engine for smaller canal boats. The Shire 15 is compliant with the RCD (Recreational Craft Directive).

Built to the highest quality standards that E. P. Barrus Ltd insist upon, it is a welcome addition to the Shire family and promises to be very popular in the day boat section of the market.

Specifications

Engine Type	4 stroke water cooled diesel
Number of Cylinders	2
Bore x Stroke	82mm x 84mm
Displacement	749 cc
Max HP (ISO 3046/1)	15 @ 3000rpm
Peak Torque	30 nm @ 2100rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. single 12V 50 amp alternator
Cooling System	Forced lubrication by trochoid pump
Reduction & Reversing Gear	PRM 80 Mechanical
Reduction Ratio	2:1
Dry Weight (inc gearbox)	142kg

Standard Features

- 12 volt electric start
- Electric stop
- Heavy duty rails & flexible feet
- Morse type cable fitting on speed & gear control
- Low noise air silencer & cleaner
- Dry exhaust flange
- Engine oil extraction pump
- Flexible fuel lines to RCD
- Fuel pre filter and water drain
- Standard control panel (see page 15)

Optional Extras

- Dry Exhaust Hospital Silencer
- Centaflex flexible drive coupling
- Dry exhaust silencer
- Flexible exhaust pipe with heat shield



PRM 80 Mechanical Gearbox

Fuel filter with water drain separator

12V 50 Amp alternator

Shire 20



The Shire 20 is again remarkably smooth and quiet and is the ideal engine for the smaller canal boats. The Shire 20 is compliant with the RCD (Recreational Craft Directive) and all current and projected exhaust emission regulations.

Built to the highest quality standards that E. P. Barrus Ltd insist upon, it is a welcome addition with forward sales backing up the claims it is probably the best value for money engine on the market.

Specifications

Engine Type	4 stroke water cooled diesel
Number of Cylinders	3
Bore x Stroke	82mm x 84mm
Displacement	1123 cc
Max HP (ISO 3046/1)	20 @ 3000rpm
Peak Torque	47lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. single 12V 50 amp alternator
Cooling System	Forced lubrication by trochoid pump
Reduction & Reversing Gear	PRM 80 Mechanical
Reduction Ratio	2:1
Dry Weight (inc gearbox)	157kg

Standard Features

- 12 volt electric start
- Electric stop
- Heavy duty rails & flexible feet
- Morse type cable fitting on speed & gear control
- Low noise air silencer & cleaner
- Dry exhaust flange
- Engine oil extraction pump
- Flexible fuel lines to RCD
- Fuel pre filter and water drain
- Standard control panel (see page 15)

Optional Extras

- Dry Exhaust Hospital Silencer
- Centaflex flexible drive coupling
- Dry exhaust silencer
- Flexible exhaust pipe with heat shield

12 volt 50 amp alternator

PRM 80 Mechanical Gearbox

Fuel filter with water drain separator



Shire 30D



The Shire 30D has been specifically introduced for the Day Boat Market (hence the D), however this does not mean that it is only suitable for commercial and private Day Boats, far from it, this 3 cylinder Engine is yet another rugged and remarkably reliable piece of engineering from the Yanmar corporation.

As with all engines in the Shire Range it is extremely fuel efficient, smooth and quiet and meets all current and projected exhaust emission regulations.

Specifications

Engine Type	4 stroke water cooled diesel
Number of Cylinders	3
Bore x Stroke	82mm x 84mm
Displacement	1331 cc
Max HP (ISO 3046/1)	30 @ 3000rpm
Peak Torque	78lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. single 12V 50 amp alternator
Cooling System	Forced lubrication by trochoid pump
Reduction & Reversing Gear	PRM 120 Mechanical
Reduction Ratio	2:1
Dry Weight (inc gearbox)	227kg

Standard Features

- 12 volt electric start
- Electric stop
- Heavy duty rails & flexible feet
- Morse type cable fitting on speed & gear control
- Low noise air silencer & cleaner
- Dry exhaust flange
- Engine oil extraction pump
- Flexible fuel lines to RCD
- Fuel pre filter and water drain
- Standard control panel
(see page 15)

Optional Extras

- Dry Exhaust Hospital Silencer
- Centaflex flexible drive coupling
- Dry exhaust silencer
- Flexible exhaust pipe with heat shield



PRM 120 Mechanical Gearbox

Fuel filter with water drain separator

12V 50 Amp alternator

Shire 35



The Shire 35 is back!

Due to popular demand we have reintroduced the Shire 35 3 cylinder Engine with twin alternators (50amp and 140amp) and the PRM150 hydraulic gearbox. Add to that the legendary reliability of the Yanmar Engine and it probably is the best engineered package in the market. Ideal for narrowboats up to 52ft long.

Specifications

Engine Type	4 stroke water cooled diesel
Number of Cylinders	3
Bore x Stroke	82mm x 84mm
Displacement	1331 cc
Max HP (ISO 3046/1)	30 @ 3000rpm
Peak Torque	78lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 50 amp & 12V 140 amp
Cooling System	Forced lubrication by trochoid pump
Reduction & Reversing Gear	PRM 150 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	232kg

Standard Features

- 12 volt electric start
- Twin alternators
- Electric stop
- Heavy duty rails & flexible feet
- Morse type cable fitting on speed & gear control
- Low noise air silencer & cleaner
- Dry exhaust flange
- Engine oil extraction pump
- Flexible fuel lines to RCD
- Fuel pre filter and water drain
- Standard control panel (see page 15)

Optional Extras

- Dry Exhaust Hospital Silencer
- Centaflex flexible drive coupling
- Dry exhaust silencer
- Flexible exhaust pipe with heat shield

12 volt 50 amp and 140 amp alternators
Fuel filter with water drain separator
Dry manifold



Shire 38



The Shire 38 offers rugged reliability and excellent value for money.

Fitted with the PRM120 Mechanical Gearbox it offers a tremendous opportunity to purchase a truly remarkable Engine package at a truly remarkable price.

This engine will undoubtedly sell in large numbers and become well known on the UK Inland Waterways system.

Specifications

Engine Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	88mm x 90mm
Displacement	2190 cc
Max HP (ISO 3046/1)	38 @ 2400rpm
Peak Torque	94lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 50 amp & 12V 140 amp
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Reduction & Reversing Gear	PRM 120 Mechanical
Reduction Ratio	2:1
Dry Weight (inc gearbox)	260kg

Standard Features

- 12 volt electric start
- Twin alternators
- Electric stop
- Heavy duty rails & flexible feet
- Morse type cable fitting on speed & gear control
- Low noise air silencer & cleaner
- Calorifier connections
- Dry exhaust flange
- Engine oil extraction pump
- Standard control panel (see page 15)

Optional Extras

- Dry Exhaust Hospital Silencer
- Centaflex flexible drive coupling
- Dry exhaust silencer
- Flexible exhaust pipe with heat shield
- Deluxe control panel



PRM 120 mechanical gearbox

12 volt 50 amp and 140 amp alternators

Dry manifold

Shire 40



The Shire 40 is a favourite of both trade and private customers alike with features such as twin 50 and 140 amp alternators, hydraulically operated PRM150 gearbox. Based on a 4 cylinder Yanmar engine that is super smooth and high in torque at low speed along with legendary reliability.

This engine offers superb value and is suitable for Narrowboats up to 65 foot long, also with smaller Broad Beam and Dutch Barge models.

Specifications

Engine Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	88mm x 90mm
Displacement	2190 cc
Max HP (ISO 3046/1)	40 @ 2500rpm
Peak Torque	94lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 50 amp & 12V 140 amp
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Reduction & Reversing Gear	PRM 150 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	270kg

Standard Features

- 12 volt electric start
- Twin alternators
- Electric stop
- Heavy duty rails & flexible feet
- Morse type cable fitting on speed & gear control
- Low noise air silencer & cleaner
- Calorifier connections
- Dry exhaust flange
- Engine oil extraction pump
- Flexible fuel lines to RCD

- Fuel pre filter and water drain
- Standard control panel (see page 15)

Optional Extras

- Dry Exhaust Hospital Silencer
- Centaflex flexible drive coupling
- Dry exhaust silencer
- Flexible exhaust pipe with heat shield
- Deluxe control panel

12 volt 50 amp and 140 amp alternators
Fuel filter with water drain separator
PRM 150 Hydraulic Gearbox



Shire 45



Specifications

Engine Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	88mm x 90mm
Displacement	2190 cc
Max HP (ISO 3046/1)	45 @ 2800rpm
Peak Torque	97lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 50 amp & 12V 240 amp
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Reduction & Reversing Gear	PRM 150 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	278kg

Standard Features

12 volt electric start
Twin alternators
Electric stop
Heavy duty rails & flexible feet
Morse type cable fitting on speed & gear control
Low noise air silencer & cleaner
Calorifier connections
Dry exhaust flange
Engine oil extraction pump
Flexible fuel lines to RCD

Fuel pre filter and water drain
Twin thermostat
Deluxe control panel (see page 15)

Optional Extras

Dry Exhaust Hospital Silencer
Centaflex flexible drive coupling
Dry exhaust silencer
Flexible exhaust pipe with heat shield

The Shire 45 has always been the most popular selling Shire engine due to its high specification as well as super smoothness and unquestioned reliability.

Each Shire 45 is based on the Yanmar 4 cylinder block and is supplied as standard with twin 50 and 240 amp alternators, hydraulically operated PRM150 Gearbox and full deluxe instrument panel.



12 volt 50 amp and 240 amp alternators

Fuel filter with water drain separator

Twin thermostat for rapid hot water

Shire 50



The Shire 50 is the workhorse of the range. Based on the Yanmar 4 cylinder engine block, it is, as would be expected, super smooth and reliable.

The Shire 50 comes supplied as standard with twin 50 and 240 Amp alternators, hydraulically operated PRM150 gearbox, full deluxe instrument panel plus oil evacuation pumps for both the engine sump and the gearbox.

This engine will power Narrowboats up to 70ft plus Broad Beam and Dutch Barge models.

Specifications

Engine Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	88mm x 90mm
Displacement	2190 cc
Max HP (ISO 3046/1)	50 @ 3000rpm
Peak Torque	108lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 50 amp & 12V 240 amp
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Reduction & Reversing Gear	PRM 150 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	284kg

Standard Features

- 12 volt electric start
- Twin alternator
- Electric stop
- Heavy duty rails & flexible feet
- Morse type cable fitting on speed & gear control
- Low noise air silencer & cleaner
- Calorifier connections
- Dry exhaust flange
- Engine oil extraction pump
- Gearbox oil extraction pump
- Flexible fuel lines to RCD

- Fuel pre filter and water drain
- Twin thermostat
- Deluxe control panel (see page 15)

Optional Extras

- Dry Exhaust Hospital Silencer
- Centaflex flexible drive coupling
- Dry exhaust silencer
- Flexible exhaust pipe with heat shield

12 volt 50 amp and 140 amp alternators
Fuel filter with water drain separator
Water cooled manifold



Shire 70



The all new Shire 70 is yet another thoroughbred added to the Shire Engine Range by Barrus. Based on a Yanmar 4 cylinder 16 valve engine block, the Shire 70 promises to be a winner from the word go with its smooth and quiet running giving extremely high torque output at low revs.

The engine is marinised to a high specification as would be expected with a Barrus Shire, with twin 50 and 240 Amp alternators, PRM260 Hydraulic operated gearbox, full deluxe instrument panel plus oil evacuation pumps for both engine sump and gearbox.

Specifications

Engine Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	98mm x 110mm
Displacement	3319 cc
Max HP (ISO 3046/1)	70 @ 2500rpm
Peak Torque	143lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 50 amp & 12V 240 amp
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Reduction & Reversing Gear	PRM 260 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	400kg

Standard Features

12 volt electric start	Flexible fuel lines to RCD
Twin alternator	Fuel pre filter and water drain
Electric stop	Twin thermostat
Heavy duty rails & flexible feet	Deluxe control panel (see page 15)
Morse type cable fitting on speed & gear control	
Low noise air silencer & cleaner	
Calorifier connections	
Dry exhaust flange	
Engine oil extraction pump	
Gearbox oil extraction pump	

Optional Extras

Dry Exhaust Hospital Silencer
Centaflex flexible drive coupling
Dry exhaust silencer
Flexible exhaust pipe with heat shield



12 volt 50 amp and 240 amp alternators

Twin oil evacuation pumps for engine and gearbox

Twin thermostat for rapid hot water

Shire 90



Based on the renowned John Deere 4 cylinder block, this engine exudes quality from just a glance at the shiny paint work, not to mention its smooth running and reliability.

From its forerunner the Shire 85, the engineering team at Barrus have once again done a superb marinisation and specification on this engine to include: twin 120 and 140 amp alternators as standard, along with a PRM260 gearbox with a full deluxe instrument panel plus oil evacuation pumps for both engine sump and gearbox. This engine really is the ideal choice for Dutch Barge and Broad Beam Boat builders and end users alike.

Specifications

Engine Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	106mm x 127mm
Displacement	4500 cc
Max HP (ISO 3046/1)	90 @ 2500rpm
Peak Torque	201lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 120 amp & 12V 140 amp
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Reduction & Reversing Gear	PRM 260 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	515kg

Standard Features

12 volt electric start	Flexible fuel lines to RCD
Twin alternator	Fuel pre filter and water drain
Electric stop	Twin thermostat
Heavy duty rails & flexible feet	Deluxe control panel (see page 15)
Morse type cable fitting on speed & gear control	Dry exhaust silencer

Optional Extras

Low noise air silencer & cleaner	Dry Exhaust Hospital Silencer
Calorifier connections	Centaflex flexible drive coupling
Dry exhaust flange	Flexible exhaust pipe with heat shield
Engine oil extraction pump	
Gearbox oil extraction pump	

12 volt 120 amp alternator

Lube oil drain pump

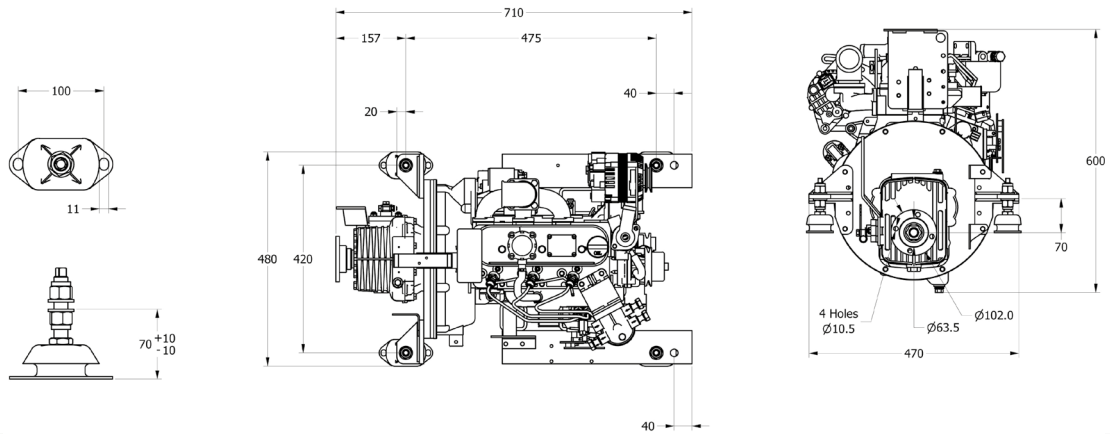
Heavy duty low noise air cleaner



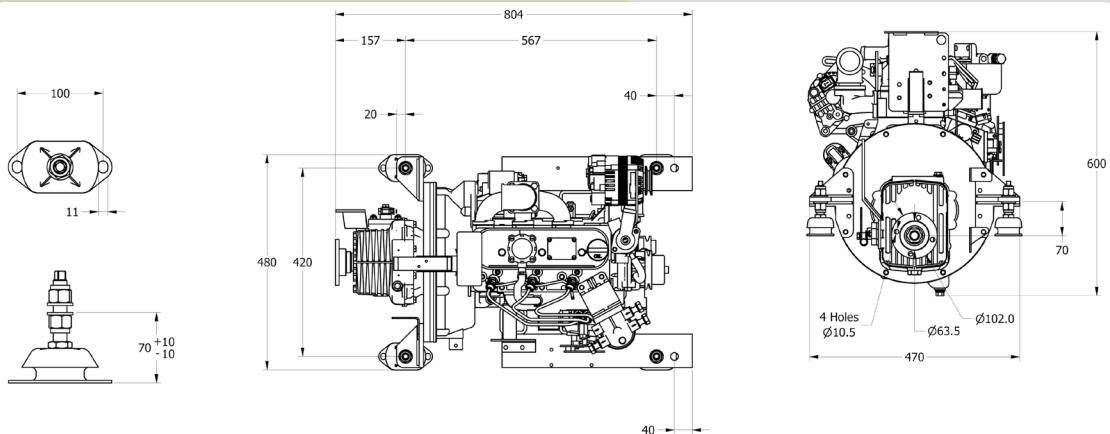
General Arrangements



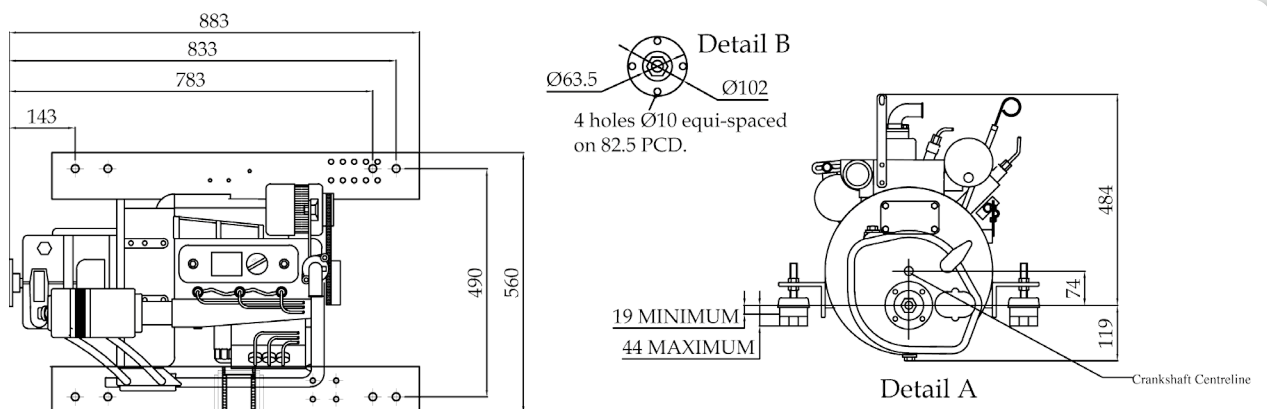
Shire 15



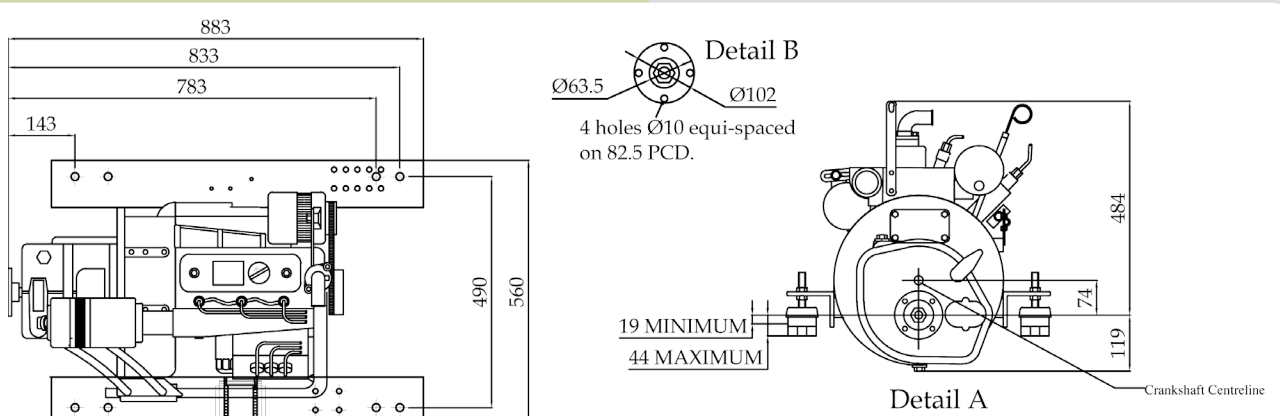
Shire 15



Shire 30D

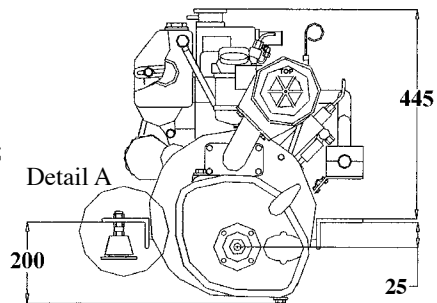
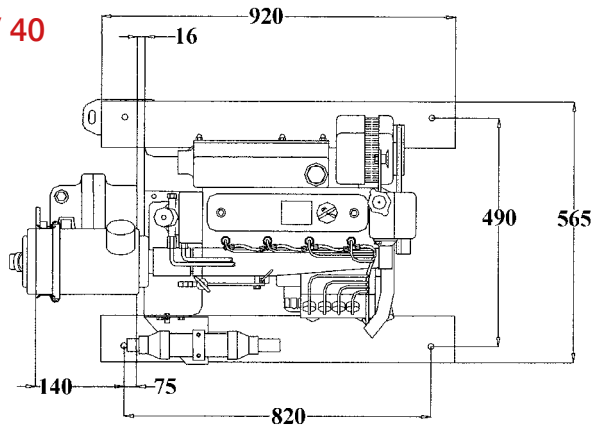


Shire 35

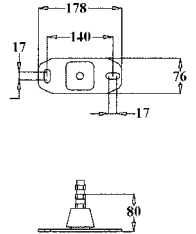




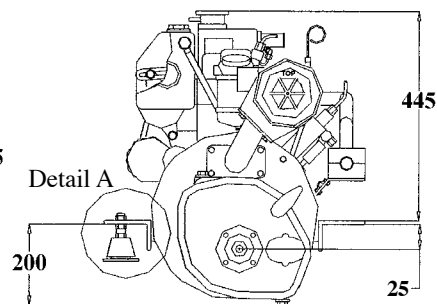
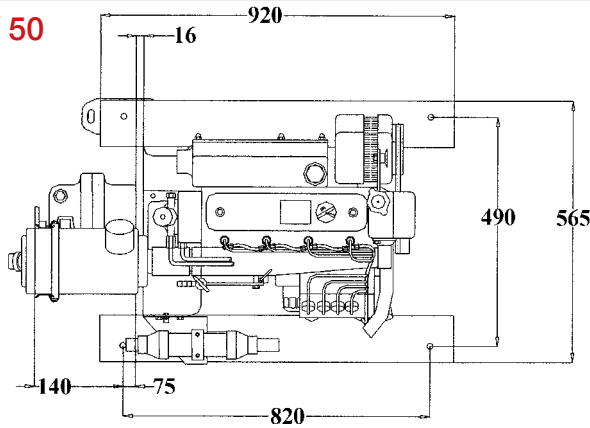
Shire 38 / 40



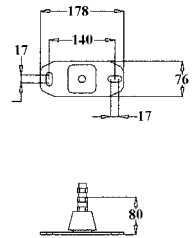
Detail A



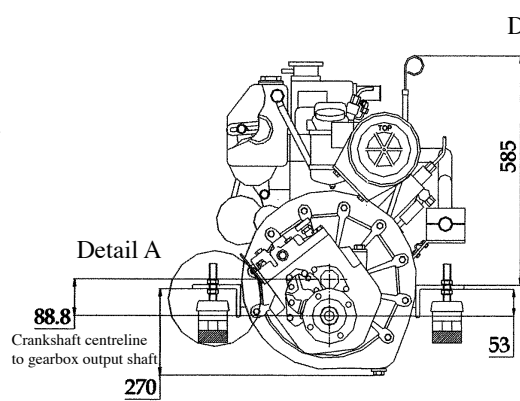
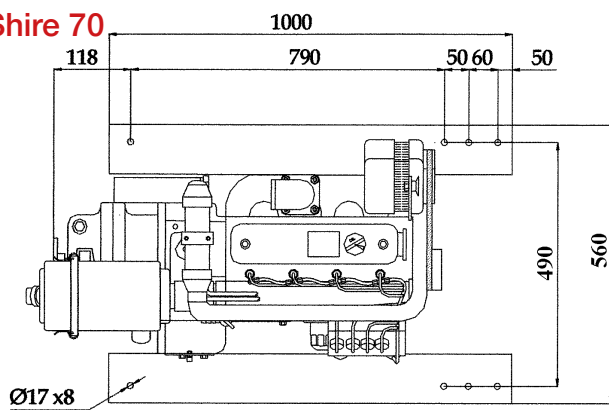
Shire 45 / 50



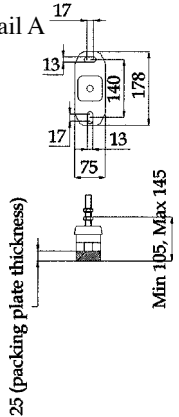
Detail A



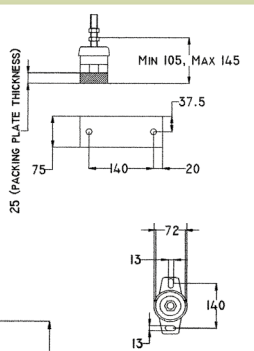
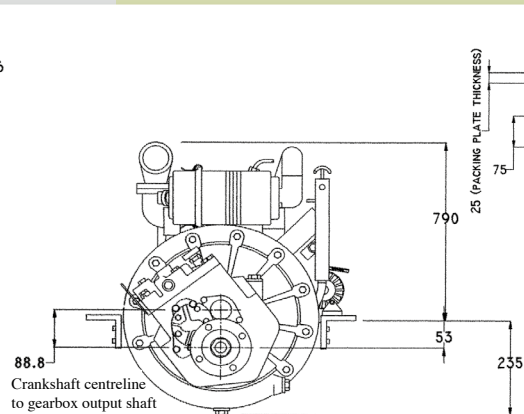
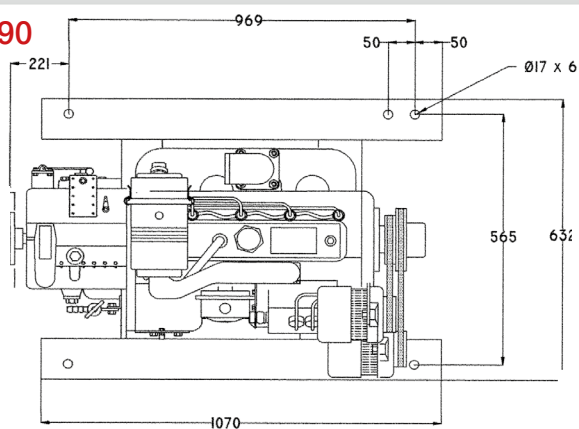
Shire 70



Detail A

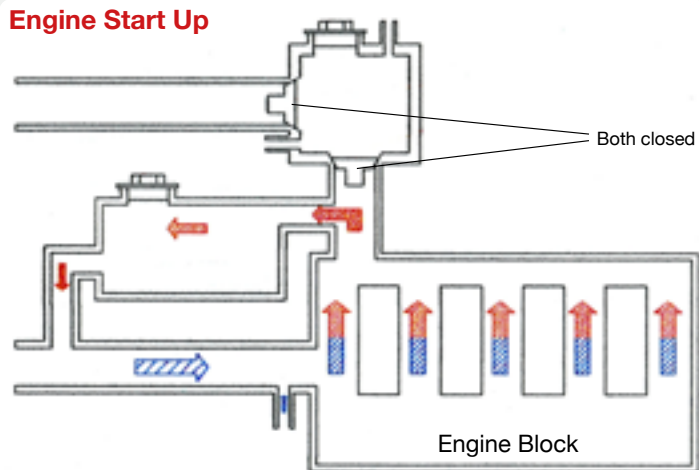


Shire 90



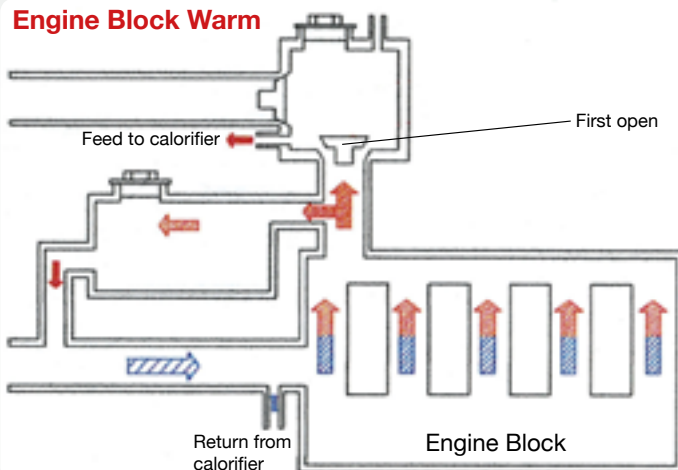
Twin Thermostat Explained

Engine Start Up



Engine Start Up - Both thermostats are closed. | Coolant flows through water cooled manifold. | Coolant heated in exhaust manifold returns to engine | Engine has a very quick warm up time. | This results in reduced engine wear and longer life, reduced

Engine Block Warm



emissions and more efficient fuel consumption from start up.

Engine Block Warm - The first (71°) thermostat opens | Coolant flows to the calorifier | No water flows to the skin tank | Hot water for domestic use is quickly available.

Control Panels

Standard Panel

Start/Stop keyswitch | Tachometer, hourmeter | Warning light for low oil pressure, high engine temperature and no charge from twin alternator with alarm.

Panel Dimension

180mm wide x 140mm deep

Drilled Hole Dimensions

168mm wide x 128mm deep

Deluxe Panel

Start/Stop keyswitch | Tachometer, hourmeter | Low oil pressure gauge, high engine temperature gauge, warning lights and alarm.

Panel Dimension

250mm wide x 190mm deep

Drilled Hole Dimensions

230mm wide x 170mm deep



Dometic

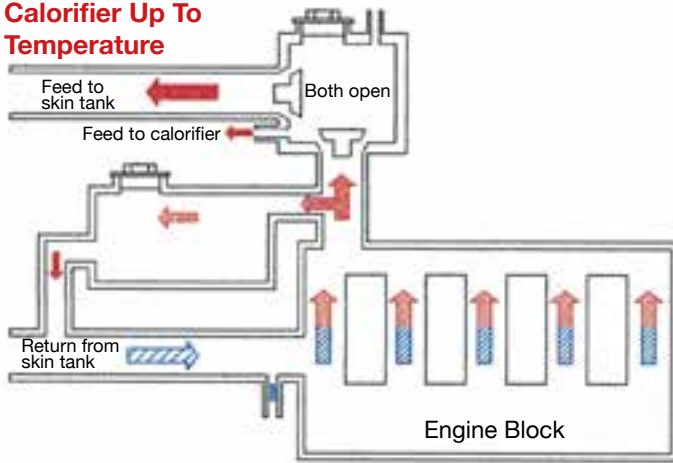
Travel Power is the solution for all your onboard electrical requirements. Available in 110V 3.5kW, 230V 3.5kW, 230V 5kW and 230V 8kW models. It comes complete with a remote stop/start control & display unit offering output voltage, power usage, hours

run, generator RPM etc. This system performance is viewed through a user friendly LED system. All of the control box connectors are plug and play type for ease of installation.



	3.5kW	3.5kW	5kW	8kW
Voltage	110 V	230 V	230 V	230 V
Wave Form	Sine	Sine	Sine	Sine
Frequency	50 Hz	50 Hz	50 Hz	50 Hz
Control Box				
Height	376 mm	376 mm	376 mm	376 mm
Width	314 mm	314 mm	314 mm	314 mm
Depth	123 mm	123 mm	123 mm	123 mm
Weight	9.3 kg	9.3 kg	9.3 kg	9.3 kg
Generator				
Height	190 mm	190 mm	190 mm	
Width	159 mm	159 mm	159 mm	
Depth	178 mm	178 mm	178 mm	
Weight	7.1 kg	7.1 kg	7.1 kg	

Calorifier Up To Temperature



Calorifier Up To Temperature - The second (88°) thermostat opens.
 | Coolant now flows to the skin tank. | Engine cooling balance is fully controlled. | Manifold is cooled.



mase GENERATORS

Mase Marine Generators, feature low sound and vibration levels, efficient size, and built-in sound shields. The range, consisting of 13 diesel-powered generators from 1.7 kW to 32.5 kW, are powered by reliable Yanmar diesel engines and cooled by an exclusive Intercooler System. The unique Mase Intercooler System creates a capsule of internal re-circulating air that assists the heat exchanger's internal cooling, keeping the engine and alternator at their ideal operating temperature while significantly reducing the ambient temperature outside the GenSet.



M25GB 1.7kW



M90GB 8.2kW



M160GB 13.9kW



M350GB 32.5kW



M65GB 5.7kW

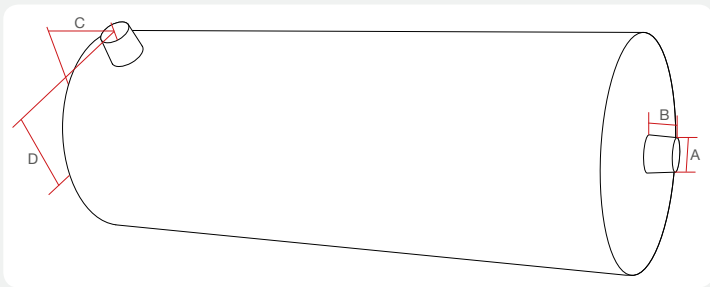
Model Yanmar 3TNE74A
 Type Diesel 4 stroke
 Cylinders 3
 Bore x Stroke 74mm x 78mm

Power/rpm 11.5/1500
 Length 760mm (29.9")
 Width 530mm (20.8")
 Height 625mm (24.6")
 Weight 230kg (432lbs)

Hospital Silencer

These silencers -a cylindrical shell manufactured from heavy gauge sheet steel and fully welded- are recommended for use on diesel exhaust gas lines where noise levels have to meet the most critical specifications, without creating excessive back pressure. They are designed using the well known reactive and absorption principles and the unique configuration combines these together to produce the most effective attenuation over a wide band. The design gives low noise break out and surface temperatures. These are standard fit on the Shire 90 and optional on all other models.

	(Standard) Shire 90	(Optional) Shire 70	(Optional) Shire 38, 40, 45 & 50
Inlet & Outlet size (A)	64mm / 2 1/2" BSP	64mm / 2" BSP	38mm / 1 1/2" BSP
Diameter	300mm / 12"	300mm / 12"	300mm / 12"
Length	915mm / 36"	915mm / 36"	830mm / 33"
Potrusion (B)	52mm	52mm	40mm
C (minimum distance)	90mm	90mm	90mm
D	202mm 7.9"	202mm 7.9"	190mm 7.4"
Approx Weight	40kgs	40kgs	35kgs



TIDESMARINE international-UK

This shaft seal has been specially designed for use on the inland waterways. Originally developed for use on commercial craft on the Mississippi River, this seal has been successfully used on the inland waterways.



The Centaflex prop shaft coupling is a simple solution to reduce transmission generated vibration and noise. It also removes the need for a prop shaft drive flange.



SIDE-POWER Thruster Systems

Side-Power manufacture the world's most comprehensive line of thrusters for leisure boats and smaller commercial boats, and we can therefore offer a suitable thruster for almost every boat under 160 feet. To enable the most safe and easy installation as well as the best possible performance for a variety of boats and usages, Side-Power thrusters are offered in several versions to satisfy all requirements.

	SE 80/185 T	SE 100/185 T
Thrust at 10.5V / 21V	80 kg (176 lbs)	100 kg (220 lbs)
Thrust at 12V / 24V	96 kg (212 lbs)	116 kg (256 lbs)
Typical boat size (ft / m)	35' - 48' (10 - 15m)	35' - 55' (12 - 17m)
Tunnel I.D.	185mm / 7.3"	
Propulsion System	Twin	
Power at 10.5V / 21V	4.4 kW (6 hp)	6.3 kW (8.4 hp)
For DC System	12V / 24V	
Weight	20 kg (44 lbs)	31 kg (68 lbs)



Specialist Design and Engineering Solutions



The Barrus Special Products Division is a dedicated team set up to design and develop custom-built engines and accessories to meet the specific operational requirements of its professional customers. The team has the experience and knowledge to solve the stringent requirements and applications of specialist organisations including professional rescue services, the military and other government and commercial organisations.

Barrus has developed close relationships with many of its major customers working as consultants and suppliers. These include organisations such as the RNLI, UK MoD, US DoD, HM Coastguard, Overseas Government Forces, Local Authorities, Police and Fire Service Search and Rescue Units. Barrus has created the innovative FAST PIRS for the military, commercial and rescue services which enables an engine to be rapidly started after being submerged. This is an enormous advance for self-righting search and rescue vessels. Barrus were proud to be awarded a long term partnering agreement with the UK MoD. This covers the supply, overhaul and repair of all outboard engines, Seatek and Yanmar inboard diesel engines and related post design services and in-service support.

Another example of Barrus innovation is the multi fuel 50hp outboard engine. This was designed and developed for the UK MoD and is capable of running on four different NATO fuels.

Barrus' commitment to research and development is reflected in the number of patented technologies that it has developed for a range of critical applications. The R&D team works closely with users of equipment to understand their specific requirements and the hostile conditions in which they often have to operate. Barrus then turns the wish into reality.

The Production team offer a flexible approach to meet the most demanding customers' requirements. The substantial investment's made by Barrus have created one of the world's largest and most modern custom engine-building facilities, which enable Barrus to build products in volumes from a single unit to production runs over 100. Barrus' test facilities enable delivery of fully tested, run-in and first serviced engines. Barrus also provides customers an engine overhaul facility, extending the life of significant capital expenditure items.

Barrus facilities include:

- Five dynamometers capable of testing diesel engines up to 1600hp, with Europe's only non-captive sterndrive dyno, a variable down-angle dyno and the world's only Fabio Buzzi Trimax drive compatible dyno. The dynos can be pre programmed and are run automatically by computer control.
- Two overhead mono-rail production lines capable of taking outboard engines up to 350hp and inboard engines up to 500hp.
- An outboard test cell which can accommodate up to eight 350hp engines with transoms from 15"-30".





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