



WESMAR™

2014

What Customers Say About WESMAR Products



50 Years of Expertise and Continuous Product Improvement
Brings Confidence and Quality to the Marine Market.

INTRODUCTION

50 Years of Expertise and Experience Brings Confidence and Quality to the Marine Market.

Over the years, WESMAR has compiled hundreds of testimonials from customers who have improved their boating experience thanks to our products. While this booklet contains a representative sampling, we have many more.

So, please contact us if you do not see the type of installation you are seeking.
We undoubtedly have a relative testimonial in our archives.

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“I am a value person and WESMAR provides more bang for the buck.”
Stabilizer Customer Report * 44 DeFever *Marisa*

“After experiencing the benefit of the stabilizers, I would absolutely not make that trip without them.”
Stabilizer & Thruster Customer Report * 54 *Lionheart*

“I’ll never again have a boat without stabilizers, nor without bow thrusters...”
Thruster Customer Report * 52 Bayliner *Hummingbird*

“The upgrade package was a good buy for the customer, and made a huge difference in the comfort and control of the boat.”
Stabilizer Customer Report * 115 *Kaleen*

“I was intrigued by the idea of a counter-rotating dual prop and WESMAR was very cooperative, I had the thruster in 5 days.”
Commercial Thruster Customer Report * 110 *Buccaneer Jolly Roger*

“The bow thruster has reduced the amount of time to moor the boat to the piers. It saves us an average of 3 minutes per trip.”
Commercial Thruster Customer Report * 78 *USS Arizona Memorial # 39-1 Ferry John W. Finn*

“The WESMAR is definitely a step above the competition. Since the install cost is the same, I definitely recommend the WESMAR.”
Thruster Customer Report * 130 *Westport Mary Alice*

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Stainless Steel Dual Prop Thrusters



High Powered Digital Stabilizer



Stern Thruster

STABILIZERS



PLEASURE BOAT CUSTOMER REPORTS

* 40-60-foot Boats

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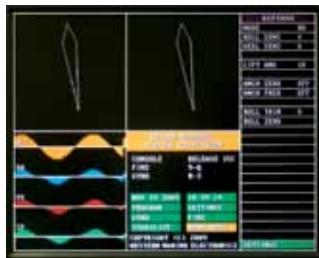
STABILIZERS



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WESMAR offers a large variety of high quality, durable stabilizers fins in sizes from 2.5 square feet to 34 square feet for every application.



Digital Display



Single and Dual Cylinder Actuators



Dual Cylinder Megayacht Stabilizer

“I’m absolutely amazed...with the stabilizer the boat flattened instantly!”

“I am absolutely amazed! We were in the ship canal that connects Lake Union to Lake Washington,” said John Whitcomb, co-owner of Seattle Yacht Service Inc., describing sea trials of WESMAR’s low profile 2.5 square foot fin on his 34-foot Tollycraft, *Quick Change*. “A large boat had gone through and caused a considerable wake, which bounced off the retaining walls and developed a lot of sharp 2-footers. We were really bouncing and when we turned on the stabilizers the boat flattened instantly.”

“It’s easy to install, the instructions are great and the factory support is outstanding. We do a lot of cruising in the U.S. and Canadian San Juan’s, frequently fishing and cruising in Desolation Sound. I’ve spent some days holed up and sheltered because of rough weather and this will improve that. I’m not going out without stabilizers.”



34 Tollycraft Quick Change

“WESMAR Stabilizers Should be a Factory Option”

If Arne and Linda Schuring of Nantucket, MA could send a message to the manufacturer of their beautiful new Mainship 34 Trawler, they would “encourage them to make the WESMAR Stabilizers an option at the factory”.

The Schurings purchased their new Mainship in Portland, Maine, last fall, replacing a larger steel trawler they had previously owned.

“The performance of the WESMAR Stabilizers has been excellent, and they have brought comfort and a sense of safety to our travel,” said Arne Schuring.

“The stabilizers expanded our ability to use the boat. We rarely traveled if the waves were two to four feet. Now we are comfortable in 4-foot plus waves. They have reduced the rolling by 80%.”



34 Mainship Trawler

Stabilizers are Peace of Mind

“If you plan to use a boat offshore and your time is limited the stabilizers are the way to go, says Andy Hill President and CEO of Sunbeam products. It’s unbelievable the difference the WESMAR stabilizers make. In this area we do a lot of boating offshore.

In the Atlantic or Inter coastal waters where we boat, there is always a 2-to-6-foot chop. It’s usually a beam front out of the East so you get a constant rolling and snapping. “We don’t have the luxury to wait for flat bays or protected waters so the stabilizers make our boat more usable because they give us the ability to escape when we want to. It gives us peace of mind.”

“We can put a glass of wine on the fly bridge and it won’t spill.” Even steep chop and large swells are not a problem.”



42 President Southern Comfort

"I hadn't been able to imagine how your stabilizers could be better—now I can."

"We were perhaps the first Grand Banks 42 in the Mediterranean to install WESMAR Stabilizers. We thought our 2004 installation to be extremely efficient and could not really imagine how an upgrade would improve things enormously.

We have tested our new system in all types of conditions. Calm(ish), choppy, cross seas, following seas, and large waves created by larger boats in an otherwise calm sea. The ride is smooth and comfortable and feels effortless—although when we watch the screen, the stabilizer fins are working non-stop to achieve this result.

The WESMAR Gyro is really fantastic; smoother, quieter, a huge advance on the original analog system. We have the sensation of having a younger more flexible boat. The result is very, very impressive."



42 Grand Banks Sunseed

"WESMAR Stabilizers Have Expanded Our Boating Horizons"

Dave Carlson is a mechanically savvy retired airline pilot who owned three sailboats before purchasing his 43-foot *MY Airwave*.

"My wife talked me into the stabilizers, and now that we have them we have done things we wouldn't have done without them. This is a whole different boat with a different feel with the stabilizers.

"We travel with the stabilizers on 'stand by' some of the time. Normal cruising speed is 8 knots. "Even on standby the boat is more stable. We were expecting some loss of speed because of perceived drag, but there has been none," said Carlson.

"The stabilizers really do what they say they will. They are easier on the boat, the passengers, the pets on board, and easier on the onboard equipment and furnishings."



43 Albin MY Airwave

43-foot Selene Passage Maker Rides Smoother Now

Dick and Stephanie Johnson purchased their Selene 43' Passage Maker for its stable, sturdy design. "We wanted something we could travel further on, including a second cruise to Alaska this summer."

"On our sea trial with the WESMAR stabilizers, I hit a steady 20-knot wind on the beam and didn't roll a bit." When he hit Deception Pass, a turbulent area full of whirlpools, he tested them further by deliberately heading into a couple of the whirlpools.

"Usually I try to avoid them, but this time I swung into them and the boat did not roll at all!"

This is his fourth boat and the pilothouse of the *RTurn* is filled with electronics and controls including an impressive array of above and below water navigation equipment.



43 Selene RTurn

WESMAR Stabilizers Offer “More Bang for the Buck”

As the 44' DeFever *MY Marisa* navigated the Golden Gate Strait under the famous bridge that bears its name, Charles Green of Ships International sat on nearby cliffs chronicling the event on film.

Green, a Bay Area yacht dealer who has imported and sold yachts for over twenty years, has watched countless vessels embark on maiden voyages with new equipment. Passing through the Golden Gate, which connects San Francisco Bay to the Pacific Ocean, is often an uncomfortable journey with choppy waves and divergent currents.

“We went out in bad conditions... too severe really. Going out the Golden Gate you get incoming and outgoing tides and heavy winds, but we were as comfortable as we could be. Waves were five to ten feet high. The WESMAR Stabilizers were amazing, they smoothed the ride immediately. The owner was greatly pleased.”



44 DeFever Marisa

Selene Owners Like WESMAR

Earl Davis put a WESMAR Roll Fin Stabilizer on his new 47-foot *MY Kinship* to enjoy cruising in the waters of the Northwest.

“On a recent trip coming up the Straits into Admiralty Inlet, we shared the waterways with six large ships: Navy ships, tugs and freighters. With the waves and swells from a 5-knot current we appreciated having stabilizers.” (The inlet is the narrow body of water that joins the Strait of Juan du Fuca with Puget Sound. The seas rolling down the Strait pile up on tide rips from the heavy currents, a daunting stretch of water for any vessel.)

“The stabilizers got us through comfortably. At one point we had a large freighter wake on our beam, and a Navy stealth ship on the other side, traveling about 30 knots. Normally in conditions like this, everything goes on the floor, but not with the WESMAR Stabilizers.”



47 MY Kinship

“This is a different boat thanks to WESMAR Stabilizers”

The Mediterranean Sea is a beautiful and historic destination for many yachtsmen. But it can be very, very rough much of the time.

Pierre Marechal, WESMAR dealer, suggested a WESMAR Roll Fin Stabilizer system explaining that WESMAR is widely recognized as the best product for stabilizing boats during rough seas. The *MY Spott* was delivered to its home port, a 50 mile ride during bad weather conditions, with the owner on board.

“The owner is really the happiest customer in the world and told us that his boat was a different boat with the stabilizers installed. Glasses, bottles and other objects were no longer moving around during passage. It was really impressive, especially when we turned off the stabilizers to demonstrate the difference without stabilization.”



47 MY Spott

Thinking about Stabilizers? You won't go wrong with WESMAR!

"We have spent two winters in the Bahamas, crossing from West Palm Beach to West End and cruising from there to Nassau, up and down the Exumas, to Bimini and back to the Lake Worth Inlet. We've been in seas from 2 feet to 8 feet in following seas, quartering seas, and had them on the nose."

"The WESMAR Stabilizers perform flawlessly regardless of the sea's direction or our slow speed. There is literally no roll. If you're thinking about installing stabilizers, you won't go wrong with WESMARs."

These are the words of Phil and Sandy Dunn who added WESMAR Roll Fin Stabilizers to their restored 1977 48-foot Hatteras long range cruiser *MY Stroller*.



48 Hatteras Stroller

WESMAR Stabilizers... essential for Comfort and Peace of Mind

Captain Brian Calvert, a USCG Masters License holder, who has been boating most of his life, certainly has the credentials to handle extreme sea conditions.

But when he made plans to take his beautiful 48-foot ocean trawler on an around-the-world cruise, safety and comfort trumped credentials. In preparation he added larger WESMAR Stabilizer fins to accommodate his cruising speed of 6.7 knots and installed a WESMAR APU system for back-up propulsion.

He credits his WESMAR Stabilizers with his comfort. "The ride has been comfortable all the way, thanks to the WESMAR Stabilizers, which have worked flawlessly and provided a comfortable, trouble-free ride. The comfort of the boat is essential to crew happiness."



48 Selene Furthur

Experienced Captain Prefers WESMAR Stabilizers 1,500 Mile Trip Turbulence Free!

With more than 10 years of experience and more than 50,000 miles at the helm of various yachts along the Atlantic coast, Captain Mark Mitchell is familiar with trips through rough seas. The 49 Grand Banks *MY Caroline* had just been equipped with a WESMAR electronic gyro roll fin stabilizer.

"I have been running boats along this route for 10 years and I have never experienced such a comfortable trip. The WESMAR unit handled all conditions, beam seas, wide seas, everything!"

"The WESMAR system has a smoother response to the approaching waves, the fin action is not as abrupt."



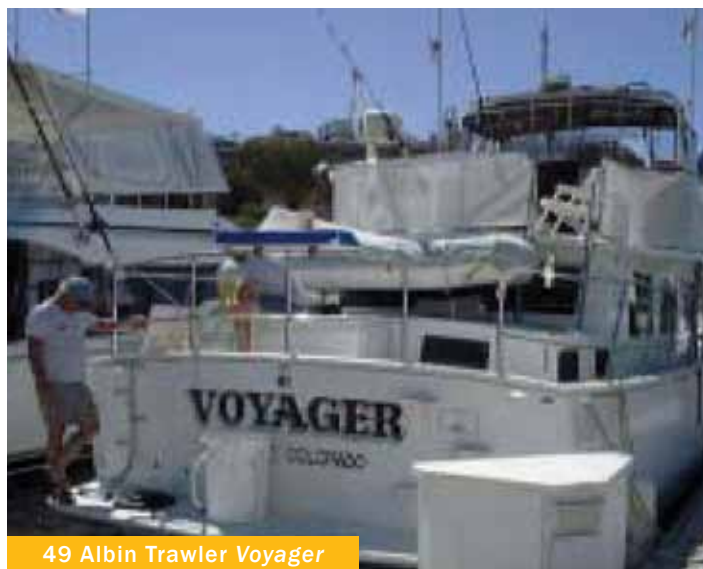
49 Grand Banks Caroline

“A Rough Trip Without Stabilizers”

“With the Stabilizers, my boat is better than new,” said Larry Roff, retired Colorado businessman, when asked how he likes his WESMAR Roll Fin Stabilizers. Roff spends about 50 % of his time on his 49-foot Albin Trawler *Voyager* cruising and fishing in the Sea of Cortez.

“This is a totally different boat with the stabilizers,” says Roff. The boat is a tall trawler that rolled like a barrel before the stabilizers were installed. That has all changed now. Instead of everything hopping around, we cross smoothly, taking the 4 to 6-foot beam swells in total comfort.”

“WESMAR was the only company willing to work with me doing my own installation. The other manufacturers wanted me to take the boat to the States, a rough trip without Stabilizers.”



49 Albin Trawler Voyager

On the Search for Bass, Barracuda, or Yellowtail

It's difficult to impress someone who has been boating for 34 years, but if anything can, it's the WESMAR electronically operated roll fin stabilizers. Jack Levaton, retired businessman and avid sports fisherman is so pleased with the stabilizers on his 50-foot Mikelson he says he wishes he had installed them four years ago. He told WESMAR's sales manager in southern California that with the WESMAR Stabilizers he's no longer tired or seasick on long cruises.

“She runs like a dream, I keep showing them off, turning them on and off to show how effective they are. My one complaint is that I'm bored, there's no bouncing, there's nothing to keep me from falling asleep at the wheel.”

“I keep the stabilizers on while I'm trolling, searching for fish. Both the oil pump and the cooling system are connected to the engine, so running the stabilizers does not drain the battery.”



50 Mikelson

“I'll never again own a boat that is not stabilized.”... Michel Sequin, Florida

“Very few products live up to their expectations. The WESMAR Stabilizers do. They are the most indispensable product on our boat,” said Michel Sequin, owner/captain of the *MY Lady Barbara*, a 50-foot Hatteras classic.

“I will never again own a boat that is not stabilized. The stabilizers are without a doubt the greatest asset on the boat.” The Sequin's 1966 Hatteras has undergone an extensive refit, which entailed outfitting the yacht with the latest in electronics and other equipment.

“Back up generators, satellite tracking communication system, computerized navigational system are all valuable features on the boat; however, to do it again the stabilizers would be the first item that I would add. I'd trade just about anything on board before I'd let go of the WESMAR stabilizers.”



50 Hatteras Lady Barbara

Motor Yacht LEO... swift, beautiful and stable!

The *MY LEO* is swift, exceptional to look at, and amazingly comfortable. It is no surprise Beneteau, the French Boat Builder earned a nomination for the 2013 European Powerboat of the year award for her. Mr. Fazil Yucetin, well-known businessman in Turkey and the founder of AUTO-KING purchased one of these beautiful Beneteau 50-foot Swift Trawlers and named it *LEO*.

One of his first decisions was to purchase and install a WESMAR 4801 digital Roll Fin Stabilizer system with 4.5-foot fins on *MY LEO*. Ezberci Marine in Turkey installed the system and Mr. Yucetin is pleased with the WESMAR but he says his wife is even more so.

"I am, but especially my wife is, very happy with the performance of the WESMAR Stabilizer. We feel it significantly improves our cruising comfort."



50 Benetau Swift Trawler LEO

Stabilizers Turn Intracoastal Vessel Into Bluewater Cruiser

If you're going to be a bear, be a Grizzly bear. That's what Todd Craig thought when he sold his 1800s Victorian-style home in Punta Gorda, FL, and consolidated his life onto a 50' Marine Trader.

It was his intention to take her bluewater cruising, but after a trip in the Gulf of Mexico with quartering and beam seas, Craig said that "she rolled. She rolled really badly."

"Ross Lund of Classic Yacht Service (out of Fort Myers, FL) introduced me to the WESMAR system. "On the first journey, after the stabilizers were installed, there was a nasty storm that caught us in the Gulf of Mexico. We experienced 4-5-foot seas dead on the side of the boat and didn't even roll 5 degrees. We're very pleased with the WESMAR Stabilizers."



50 Marine Trader Tawanda

WESMAR Stabilizers Worked Effortlessly in 25-30 knot Winds

Scott Gordon, owner of a 52-foot Cheoy Lee Motorsailer, home port Santa Barbara, California, filed this report with WESMAR of his satisfaction with his WESMAR Roll Fin Stabilizers.

"Just a note to tell you how pleased we are with the new stabilizers. We made our first island trip (with WESMAR RS600 Roll Fin Stabilizers) last weekend... and we had the chance to test them at both ends of the spectrum with respect to conditions. Crossing the channel to Santa Cruz Island we had no wind but a three-to-four-foot beam swell with a longer period that normally would have produced just an uncomfortable roll. The boat was flat as if on a lake. I turned them off for a mere 5 seconds or so just to show the comparison to my wife, who immediately said, 'Ok, I'm sold turn them back on now.'"



52 Cheoy Lee Endeavor

WESMAR Stabilizers: “Shock Absorbers” for Boats

Bob and Carolan Hunt live in Cobbs Creek, Virginia (45 miles north of Norfolk), and spend about half their time cruising on the beautiful *Hummingbird*. And why not? They are retired, and the *Hummingbird* is extremely comfortable, with three luxurious staterooms, two heads, a full galley and entertainment center, watermaker, and generator set—all the comforts of home.

And now with WESMAR Stabilizers they travel in even greater comfort, often in weather they previously avoided. Barry's Marine Hydraulics (Ft. Lauderdale, FL) installed the stabilizers on the Hunt's boat. “He recommended they be installed in the master cabin, which is near the center of the boat to give me the best results. He did a good job and they work great. Thank you for a good product,” said Hunt in an email to WESMAR.



52 *Hummingbird*

Yacht Owner Cruises At His Own Speed Thanks to WESMAR Stabilizers

When Al Knupp reflected on his decision to install the most popular comfort tool for busy boaters, roll fin stabilizers, a pattern emerged. Knupp and his wife decided to add a WESMAR Stabilizer to their exquisite 52-foot Taiwan-built Pilot House Motor Yacht, *Plane to Sea*, which is similar in design to an Ocean Alexander.

“After thirty years working in the marine industry and over forty years as a boater, I did a lot of research before selecting WESMAR,” said Knupp. My industry contacts provided positive feedback... their design is simple and only limited maintenance is required.”

“The stabilizers have worked flawlessly all season, resulting in the best boating season we’ve ever had,” said Knupp. “We put them (the stabilizers) to the test this first season. We’ll never own another boat without stabilizers.”



52 MY *Plane to Sea*

“Joe... the stabilizers were awesome.”

“Dan McCarthy contacted me looking for a recommendation for the purchase and installation of a roll fin stabilizer on his 53-foot Hatteras *MY Dignolita*. We recommended the WESMAR system because of its advanced features, its reliability, strong dealer and factory support, and our full service boatyard,” said Joe LaFauci, Cable Marine, Ft. Lauderdale, Florida.

McCarthy could not be happier with Joe LaFauci or with his WESMAR Stabilizers. His initial run with the stabilizers was a trip to the Bahamas: “We made it to West End about 5 p.m. Stabilizers were awesome. It was a beautiful trip over. For the first 2.5 hours we were in 3 to 4-foot seas. She didn't rock. Had it not been for the smooth ride with the stabilizers we would have turned around and waited out the storm.”



53 Hatteras *MY Dignolita*

“In my opinion the WESMAR is technologically superior to other systems.”

Don Cameron is ready to tackle whatever Mother Nature sends his way now that WESMAR Roll Fin Stabilizers are installed on his 53-foot Hatteras Motoryacht *Christine's Phantom*.

“In my opinion the WESMAR is technologically superior to other systems that are available, and it is very competitively priced. The stabilizer system effectively eliminates the rudders as a pivot point while the boat is underway. This results in directional stability, which reduces zigzagging caused by rolling without the stabilizers; this has and will improve the average fuel economy as well,” said Cameron.

“We travel in some pretty tough waters, and have been in situations where all the furniture tipped over. The stabilizers will keep my family ‘on board’ with me.” He means that literally.



53 Hatteras *Christine's Phantom*

“This is not a Product, It's a Miracle...”

WESMAR Roll Fin Stabilizers on his 1966 classic 53-foot Mathews has made a ‘world of difference’ to Joe Land of Monticello, Florida. “Then about three years ago I had to replace all of the bottom planking. While we had the bottom open, we installed WESMAR Stabilizers.

“This is not a product, it's a miracle,” said Joe. “Before the stabilizers, we packed for heavy seas just to travel the intercoastal, because any boat passing by would cause us serious rolling. We avoided even medium beam seas because they were intolerable... It was impossible to steer because you were hanging on for dear life just to stay at the helm.” said Joe.

“We originally spent three years (and more money than I am willing to admit) completely refitting this old boat, but nothing we have done to her made as much of a difference as the Stabilizers.”



53 Mathews *Destiny*

Viking Owner Guarantees Comfort With WESMAR Cruising Package

Unruly seas have a tendency to ruin a vacation. Fortunately, Neil Hochman, the President of Anchor Marine in Jupiter, Florida, found a solution. Hochman installed a WESMAR RS400 Roll Fin Stabilizer on his 54-foot Viking.

“I cannot believe the performance. I have taken the boat to and from New York in five and six-foot seas and I have never experienced any discomfort. Our schedule is never altered and nobody complains. We even travel at normal cruising speeds.”

“The system responds beautifully. We leave it on at twenty-seven knots with no trouble. On the way to our group cruise in February, I had the only wife who wasn't complaining. We were perfectly comfortable in six-foot seas. After hearing the frustrations of my colleagues at the event, I realized what a smart investment the WESMAR stabilizer was.”



54 Viking *Motorsailor*

“WESMAR Stabilizers immediately reduced the roll...”

A traditional looking motoryacht made entirely of fiberglass and equipped with two 550 HP Detroit Diesel engines. She was 50 feet 6 inches in length with a 15-foot 6-inch beam and a stout 70,000 pound displacement. Her top speed was 20 knots. Not bad for a heavy 50-footer. Then came the modifications, including her length to 55 ft 6 in. Needless to say, *Pazazz* would have a tendency to roll in a beam sea, said owner Ron Reibman.

“That is until the installation of a set of WESMAR model DSP4802 RS600 stabilizers. They immediately reduced the roll while the boat was taking on a beam sea to a comfortable level, beyond anything I had imagined was possible. I will not own a boat without WESMAR Stabilizers.”



54 Pazazz

Better Ride, Less Fuel, or How to Save \$500 a Day!

Bob and Sue Grote of Morehead City, N.C. had WESMAR Roll Fin Stabilizers installed on their beautiful motor yacht *Ragtime*, to add comfort and control to an already elegant vessel. They had not considered the fuel saving component. However, when they returned from their first extended boating trip, they told a compelling story about how WESMAR Stabilizers save fuel.

Grote was looking for comfort when he had Cable Marine of Ft. Lauderdale, Florida, install the WESMAR RS700 stabilizer system. He has nothing but accolades for the installation team from Cable Marine and for the WESMAR system. “My wife and I are very happy with the smoother, more comfortable ride. We hit all kinds of weather and water conditions, and the stabilizers eliminate the rolling and the bumping,” said Grote.



55 Viking Ragtime

200 to 300% Improvement in Following Seas and Turns

“This is the first stabilized boat I’ve owned,” says Ron Kresge of his beautiful 55-foot Symbol, *MY Sea Crown*. “These stabilizers will change my boating style. I can now boat in weather I would otherwise have avoided.

“*Sea Crown* is a heavy, trawler style, and with the deep keel there is less maneuverability. With the recent upgrade to WESMAR’s digital triple-axis gyro system, the change was more than dramatic. There is no rolling and the turns are absolutely level particularly in following seas.”

“I estimate there is a 200 to 300% improvement in following seas and turns. The WESMARs do everything the customer testimonials the factory sent me said, and more. I am very happy with them.”



55 Symbol MY Sea Crown

WESMAR Stabilizer Doing a Tremendous Job

WESMAR has meticulously perfected a stabilizer that would provide maximum efficiency on the water while ensuring low maintenance and durability. The system is controlled with an electronic sensor, rather than the more common hydraulic gyro. "Since the unit uses an exclusive electronic gyro sensor and a closed proportional hydraulic system, the Gyro has no moving parts and is virtually maintenance free," reports Bob Sentz, WESMAR Vice President.

How is the Stabilizer performing?

"The owners of the 55 foot Ocean Alexander *Soulmate* report that it is doing a tremendous job, says Ollie Oelofse President of Professional Marine in Seattle, WA. It deflects everything. WESMAR has done it again."



55 Ocean Alexander *Soulmate*

"WESMAR Stabilizers Have Improved My Fuel Mileage by Over 50%"

We updated it with the latest in security, communications, navigation and satellite navigation equipment," said Mel Grossman owner of a beautiful 55-foot Symbol yacht.

"You name it, we have it. But I have to say that nothing has made us as happy as the WESMAR stabilizers. I used to have to tighten the dingy down so tight that I eventually broke the bottom of the boat. With the stabilizer we even leave the crystal out, including an 18-inch-tall glass vase. And picture frames on the walls don't even move now," said Grossman.

"The stabilizers have improved my gas mileage by over 50%. Before stabilizers, I had to get the boat up over 15-16 knots; with the stabilizer I'm able to cruise at 10 knots burning much less fuel. That will eventually pay for the stabilizers. They are phenomenal!"



55 Symbol *Crystal*

WESMAR's New Triple-Axis Stabilizer Is Your Best Defense in Following Seas

WESMAR's Triple-Axis Gyro Digital Stabilizer is generating widespread excitement among boaters and installers.

"It has eliminated 100% of the roll in following seas," says boat owner Art Eckerson, owner of a stylish 55-foot Hampton Yacht, the *Winterlude*. "We are really happy and amazed with the performance of these stabilizers. Before we installed the WESMARs, we were going to sell the boat."

"We love our boat even more now. We get a 100% better ride in a following sea," says Art. "We no longer even get in the roll because the system corrects so quickly and we can now travel on less than perfect days. It is also nice to feel at ease on a long crossing knowing that if the weather changes there is no worry."



55 Hampton Yacht *Winterlude*

WESMAR Retrofit Package Is Unbelievable!

“It’s improved the stabilization on my boat by 75% and taken 50% of the work off my autopilot. It is unbelievable; amazing,” says Pee Wee Erlbacher, of Cape Girardeau, Missouri, after installing WESMAR’s Retrofit Stabilizer system on his 56-foot fiberglass Mathews motoryacht, the *Seabreeze*.

“There are hundreds of pleasure boats like ours, with outdated stabilizers that need to be updated with modern, more powerful gyros. Some of them have just disconnected their old Vospers, because they are so outdated. And other manufacturers will only sell you a complete new stabilizer system. The retrofit package from WESMAR is definitely the way to go.

“I can tell you, once your wife has been on a boat with this stabilizer system she won’t ride without them.”



56 Mathews MY Seabreeze

Brazilian Shrimper Chooses WESMAR Stabilizers for Personal Yacht

Reimar and Carmen Hoffman really enjoy their boating. Sight-seeing, sportsfishing and relaxing are their favorite activities as they cruise the Brazilian Coast between Rio and San Paulo. They have always searched for islands surrounded by calm waters when cruising. Rough waters do not mix well with cruising, and the Hoffman’s are always interested in a comfortable ride.

When Carmen began to feel ill while on the boat, Reimar knew it was time to find a way to stay stable on the water. Since he owns two shrimp vessels, (which he operates in the waters off Brazil) he understands how important reliable equipment is on the open seas. He was familiar with WESMAR as a leading sonar manufacturer so when J.L. Electronica recommended WESMAR stabilizers he installed them.



60 Yacht Captain Reimar

“The Boat Was Always Stable... Through Endless Four-foot Swells.”

Captain Bob Halterman has been operating large yachts in Florida for twenty years. He currently navigates the *Diva*, a 61’ Tollycraft through the rough seas of the gulf stream—just miles off the Florida coast. Halterman has experienced his share of rough conditions, and seasickness and rattling dishes had become an issue.

“Tollycrafts are known to be really stable,” said Halterman, so when the owner of the boat started talking about a stabilizer system I was very skeptical.”

“The boat was always stable...even through endless four-foot swells,” says Halterman. “We didn’t experience any problems, this stabilizer really performs.”



61 Tollycraft Diva

Taking a Tanker Wave Broadside Felt Like Flat Water

Steve Hinchcliff, owner of the beautiful Hatteras 64-motoryacht *Panacea*, has high praise for WESMAR Dealer Joe LaFauci and WESMAR Stabilizers.

"I'm writing to say 'thank you' for the great job you and your team did for us on *Panacea*. As you know, our two trips to the Exumas this winter, proved that we MUST have stabilizers on our 64-foot Hatteras. I can't tell you how pleased I am with the end result. Having installed the three term controller, I was more than pleased in my first open water test last week. I actually hunted for big wakes and took them in as many ways as I could.

My biggest joy was taking a tanker wake exactly broadside (cross-wake). With the WESMARs on, it felt like flat water. I'm a very happy boater."



64 Hatteras *Panacea*

Stabilizers on a 65-foot Marquis...

If you want to know the difference roll fin stabilizers make on a Carver 65-ft *Marquis*, talk to Captain Dan Scott. "I picked her up at Savannah and ran 30 to 40 miles offshore. When we got away from the protected waters we were in rough seas on the beam."

"The Stabilizers worked great. With most stabilizers the faster you go the less reaction you get with the stabilizers. Just the opposite with the WESMARs the faster you go the faster they react. We were traveling at 19 knots in beamed seas and they were keeping us very comfortable. It was really amazing."

Jim Thorpe, owner of Spring Brook Marine, the Midwest's Largest Carver Dealer said: "We tested the stabilizers in 6-to-8-foot rough ocean seas, and they 'smoothed' it right out." He said the owner of the *Marquis* chose the WESMAR Stabilizers because "he had a friend who has them on his 85-foot Azimut and liked them a lot."



65 Carver *Marquis*

"The WESMAR Stabilizers Made Our Trip Wonderful!"

Mary Hirshfield has been known to fly from Seattle to Canada to join her family on their summer boating trips, just to miss the rocky ride through the Straits of Georgia. "My family called me 'chicken of the sea,'" she said. Today with WESMAR Roll Fin Stabilizers on board the family's 65-foot motor yacht, she travels with the family and faces marine travel willingly and in comfort, even through the often turbulent Straits of Georgia.

It was during the return trip from Port McNeil down the Johnstone Straits and inside to Dent Island when the power and comfort of the WESMAR Stabilizers made their mark on Mary. "*Lightwave* encountered the first major storm of the season, battling 30-35 mph winds, and 5 to 6-foot seas. People were pulling in because of the winds, but we were able to keep traveling in comfort," she said.



65 Cheoy Lee *Lightwave*

The WESMAR Is A Million Times Better... The Owners Are Ecstatic!

Pete Sillaro of Pete Sillaro Engineering, in Cherry Valley, NY, did the WESMAR Stabilizer upgrade on a 66-foot Cheoy Lee. “On the sea trial we had 35-knot winds and 4-5-foot seas. Once I engaged the Stabilizers, they immediately took away 85% of the roll. The owners were ecstatic! The WESMAR installs and performs much better than their previous system, which never really did the job and was difficult to work on.

“The WESMAR is a nice clean installation, and it is an exceptionally nice looking unit. Everything is well contained at the hydraulic tank. And it performs well,” said Sillaro.

The *MY Belvedere* is a beautiful live aboard. She cruises at 8 knots. It’s a semi displacement hull and without stabilizers they roll a lot. With the WESMAR it is “a million times better.”



66 Cheoy Lee *Belvedere*

Stabilizers On A Sailboat?

Owner/operator of Rialto Harbor Marine in Alva, FL, built a motor schooner, the 68-ft *Tropic Explorer*, for cruising. “We use her as a model to impress customers. ‘Look at the stabilizers,’ we tell them.”

The schooner rig makes her a sailboat as well. “The sailing is just for fun,” explains Hamilton. The *Tropic Explorer* has a very deep V, steel constructed hull with a large keel and rudder for stabilization, but he opted for additional cruising comfort when he installed two WESMAR 9-sq.-foot fins.

The stabilizers work really well under sail and under power. They perform smoothly and do just what they are supposed to and do not cost us any speed,” Hamilton said. They are rugged and simple to install. Some of the hydraulic parts are off-the-shelf and are readily available making installation that much easier.”



68 Sailboat *Tropic Explorer*

“I can’t imagine boating without the stabilizers”

“We bought a Johnson 70-footer because it was a size and cost that would fit our desire to do more boating. But after about 6 months, it was clear it was not a comfortable ride without stabilizers. If the weather was good, or you have super connection with the powers that be, it might be okay, but we couldn’t wait for just calm weather. This was a boat we planned to use a lot.”

The decision to get a stabilizer was “after my wife said she was not going on our boat again.”

“The WESMAR Stabilizers have improved the ride and I can’t imagine boating without them. I am giving this interview because of the fine people I dealt with, Cable Marine and Joe LaFauci. They are very competent and honorable and they speak well for WESMAR,” owner of *MY By the Way*.



70 Johnson *By the Way*

80% More Comfort With WESMAR Digital Stabilizers

Tom Sparrow, owner of this beautiful 72-foot Offshore motor yacht, cruises the waters between the Island of Cerralvo, off La Paz, Mexico, north to Conception Bay. He recently had Jeff Wilson, owner of JWi Marine install a WESMAR triple-axis gyro, DSP4801 stabilizer system on his boat, the *Eclipse IV*, and he is very pleased.

The waters he cruises offer some of the most enticing cruising in the Sea of Cortez, but a high-pressure system with strong winds can raise heavy seas and blow for days, causing some uncomfortable cruising.

“We had the perfect day for the sea trial. We were in 4-foot plus seas and we tested the boat at all angles to the swell with fantastic results. I have to agree with others who suggest 80% more comfort. We were in rough seas and we brought it up to 22–23 knots and made a sharp turn and the boat held level,” said Wilson.



72 Offshore *Eclipse IV*

“WESMAR Eliminated 70% of the roll At Anchor”

WESMAR’S new DSP4803 At Anchor Active Stabilization System is doing its job. “We confirm roll elimination at anchor of approximately 70% and underway minimum 90% regardless of the sea conditions,” says the owner of the beautiful motoryacht *Blue Dragon*, a 75-foot (22.05 meter) Sunseeker Predator.

Owner/Captain Serge Heiss said, “My wife is now happy on board, and no longer anxious. Before the installation of the WESMAR, she did not want to use the boat, except for short trips along the coast with very nice weather conditions. Surely she had no plans of traveling through the MED for weeks. We are now ending a full month of holidays in Corsica, and we can certify that dynamic stabilization and At-Anchor, have given us full satisfaction.”



75 Sunseeker *Blue Dragon*

“95% less roll... You can feel how it takes out the pitch and the roll”

When father and son, Ed Pratt (II and III), upgraded their identical 80-foot custom-built President Yachts with identical WESMAR DSP4800 digital roll fin stabilizer systems, we thought ‘like father like son, the apple doesn’t fall far from the tree,’ etc.

But it wasn’t about metaphors; it was about one of the strongest testimonials yet for the new WESMAR digital stabilizing system.

“With all the money we’ve invested in yacht maintenance and updates over the years, the money best spent has been the upgrade to the DSP4800 stabilizer systems,” said Ed Pratt III.

His father said “This is like a different boat now.” Both agreed it took 95% out of the roll.



80 President *Dolce Vita*

A Cruise of A Different Nature

Alan and Toddy Landry operate Archipelago Nature Cruises on board their luxurious 53-foot Canoe Cove motor yacht, the *"Raincoast Maiden,"* which departs daily from Ucluelet, BC on western Vancouver Island taking guests on a unique tour of the abundant wildlife and magical scenery of the area.

Before their stabilizers, the bookings on the Raincoast Maiden had to be made conditional based on weather. "We couldn't be taking customers out and be rolling all over," said Landry.

"The turbulence is gone with the stabilizers, even on quartering seas, we experience only a little roll. We keep it running most of the time. We would not go out without the WESMARs. We can't say enough good things about them, they saved our business," said Landry. "Our appreciation for the WESMAR Stabilizers cannot be overstated."



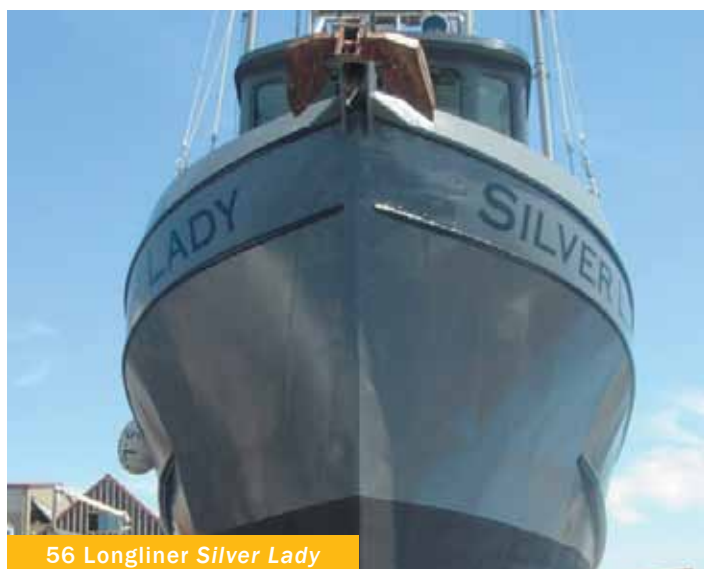
53 Canoe Cove *Raincoast Maiden*

Active Fin Stabilizers Make History on Longliner

When seasoned fisherman Bill Hammer of Pt. Townsend, Washington, installed Roll Fin Stabilizers on his 56-foot Longliner in May, he was hoping to improve his fishing operation.

It proved to be an outstanding business decision. It saved fuel, saved time, improved safety for his crew, and improved his product, all of which added to his profits.

By maintaining full boat speed in rough weather conditions fishing boats are more efficient and safer, and, says Hammer, the boat is not awash with water causing the catch to slosh around in the fish hold, and crew to slip around on the decks. He estimates in certain conditions a savings on fuel at between 10 and 15%.



56 Longliner *Silver Lady*

WESMAR Stabilizers Increase Comfort and Catch

Rodney McVicker installed WESMAR 16-sq-foot roll fin stabilizers on his 65-foot albacore Longliner, the *Sundancer*. "The boat is a lot more comfortable. Now even my wife will join me, thanks to the added stability and comfort.

"We travel at sea for weeks at a time during the 3-month West Coast albacore season," says McVicker. "With more comfort comes a better catch. Formidable weather can make captains reluctant to travel to some fishing spots. The stabilizers have removed that reluctance and fishing has become more consistent with less down time." Other boat captains who have traveled with him observed that he does not roll around like they do.

Another benefit is less fatigue. A less fatigued crew is important to overall production and safety, as well as crew morale.



65 Longliner *Sundancer*

Save Fuel, Reduce Fatigue; He will not cruise without them!

Dramatic Orca sightings, looming glaciers, bears, dolphins, eagles and sun bathing seals are all part of what Jim Hanna's unique charter operation, Jamal Charters, Kirkland, Washington, offers.

The *MV Jamal*, a 75-foot ocean trawler, is a private yacht charter. We are a U.S. Coast Guard inspected vessel," explained Hanna. "A cruise boat like the *Jamal* (a round bottom boat), has to be comfortable and safe. "The WESMAR Stabilizers work remarkably well. They are probably the most dependable equipment on the boat."

"Operating up and down the coast, and traveling to and from Alaska the boat encounters very rough waters. The WESMAR Stabilizers lessen crew and guest fatigue, and seasickness. Without the WESMARs we would have to change course at times to operate safely and comfortably. I would not travel without them."



75 Hatteras MV Jamal

U.S. to B.C. Ferries Offer Smoothest Rides, Save Fuel

With WESMAR Stabilizers, the passengers on the *Victoria Express* and *Victoria Express II* passenger ferries ride in incredible comfort and with a minimum amount of fuel consumed. Captain Jack Harmon's ferries are two beautiful vessels considered by most to be industry leaders in safety and environmental standards.

Harmon says one very popular feature is the WESMAR Roll Fin Stabilizer system, which has significantly reduced the amount of roll in the sometimes very rough waters of the Strait of Juan de Fuca. "We love them," he said. "In addition to the comfort, they lessen crew fatigue and allow operators to maintain speed even in rough weather."

Harmon installed the WESMAR Bow Thruster system first and later added the stabilizers tying them into the same hydraulics system.



105 Victoria Express Ferries

Luxury Ship ICON—Elegance by Design; Comfort by WESMAR

After Charter Yachts of Newport Beach, purchased the 118-foot cruising yacht *Icon*, they made it into a grand and refined vessel that would take customers cruising between Alaska and Mexico. They wanted to ensure comfort regardless of sea conditions.

Their upgrades included WESMAR dual prop counter-rotating bow thruster equipment and the WESMAR Roll Fin Stabilizers. According to Captain Lee Goodin son of owner-Captain Norm Goodin, the WESMAR decision was a good one. "The bow thruster has performed extremely well. We even had it in 40-knot winds and it moved the boat," said Goodin.

"The stabilizers have reduced the yawing so much in following seas and knocked 70% of roll out of the boat. Thanks to them we can travel outside the harbor without passengers getting seasick," said Goodin.



118 Charter Yacht Icon

BOW AND STERN THRUSTERS



PLEASURE BOAT CUSTOMER REPORTS

* 40-60 foot Boats

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38 Cris Craft <i>Blue Heaven</i>	page 25
42 WESMAC <i>Q2</i>	page 25
47 Wellman <i>Bayliner</i>	page 26
49 Bayliner <i>Happy Hours</i>	page 26
50 Navigator <i>Segue</i>	page 26
54 MY <i>Lionheart</i>	page 27

* 60-80 foot Boats

60 Hatteras <i>Tiger</i>	page 27
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66 Nordlund <i>John's Rendezvous</i>	page 28
70 Viking MY <i>Imagine</i>	page 29
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72 Hatteras <i>Bellevue Star</i>	page 30
73 Bayliss <i>Shark Byte</i>	page 30
76 MV <i>Impetuous</i>	page 30

* 80+ foot Boats

80 Lazzara <i>Half Time</i>	page 31
108 MY Burger <i>Chanticleer</i>	page 31
130 Westport <i>Mary Alice II</i>	page 31

WESMAR's commercial line of robust counter-rotating dual propeller thrusters sets a high standard in the commercial bow thruster industry by bringing more power, less noise and less vibration than competitive units.



DC Pro Thruster



Commercial Bow Thruster



Pleasure Boat Thruster

BOW AND STERN THRUSTERS



COMMERCIAL BOAT CUSTOMER REPORTS

* 40-60 foot Boats

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58 Wadsworth FV <i>Liabona</i>	page 32

* 60-80 foot Boats

60 RV <i>Beluga</i>	page 32
60 Willard Marine SAR.....	page 33
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67 Custom Steel Boats <i>Mary Musgrove</i>	page 33
78 USS <i>Arizona Memorial Ferry</i>	page 34

* 80+ foot Boats

87 MV <i>John A.B. Dillard Jr.</i>	page 34
95 Research Vessel <i>Spencer F. Baird</i>	page 34
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105 <i>Wabanaki</i>	page 35
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WESMAR Bow Thruster Impressive When Pulling Into Narrow Slips

Pulling a 12.5 foot wide single engine vessel into a 14-foot slip in a 12-knot wind is no easy job. It takes some real skill. When it's during sea trials, "it's impressive." That's how John Blanch, manager of production at Island Hopper Boats in Ft. Pierce, Florida, described his first sea trial with a WESMAR Bow Thruster.

"We were able to swing the boat right in. This bow thruster system will be great for crowded docks." He was talking about the 30-foot fiberglass custom dive boat his company built recently, complete with a WESMAR electric bow thruster on board.

"We chose the WESMAR because it was beefier. Its heavy-duty, commercial design and stainless steel props give it strength."



30 Island Hopper Dive Boat

"Seven days with only one engine, the bow thruster saved us."

After comparison shopping for bow thrusters for his 12 ton, 38 ft. Chris Craft *Blue Heaven*, Dan Lafferty, had a WESMAR installed. WESMAR's unique bow thruster design, which houses the motor inside the vessel, has saved numerous boaters tremendous amounts of money in parts and repair while protecting their hydraulic systems.

"If anything ever malfunctioned during one of our trips, I could just imagine the mess with a less durable model. One 1,411 mile journey into Canada, where the marinas are extremely tight, was the first test. Our WESMAR really did its job. Then last year we lost an engine on our journey, and we wouldn't have made it without the WESMAR. We went through 60 miles and 14 locks, each time entering the lock port wall rather than starboard. We made our way through the north channel by constantly aligning the vessel with our bow thruster. Seven days with only one engine, the bow thruster saved us."



38 ChrisCraft *Blue Heaven*

This System is Unbelievable!

WESMAC CUSTOM BOATS of Surry, Maine, has a reputation for its light-weight, high-tech hull designs. They recently delivered the *MY Q2*, a beautiful 42-foot cruiser with a WESMAR hydraulic system that operates not only the WESMAR Bow and Stern Thrusters but also five additional onboard electro/hydraulic systems.

"This system is unbelievable," said Steve Wessel, owner of WESMAC.

"The WESMAR Thrusters have a lot of power and their operation is amazing. The continuous use, proportional control feature was a major reason the owner of the *Q2* wanted the WESMAR system. We could not be more pleased," said Wessel.



42 WESMAC Q2

“With a WESMAR Bow Thruster we feel secure.”

Richard Wellman of Silverton, Oregon is a veteran boater who enjoys most of the wonders of cruising on the West Coast except maneuvering his 47' Bayliner through Pacific Coast Marinas that contain smaller and smaller berths. To combat this situation, the Wellman's installed WESMAR Bow Thrusters.

Although Wellman is an extremely capable captain, moving his investment through crowded waters and docking in tight spaces is not an activity he and his wife relish. “Now we have a feeling of security even when only the two of us are on the boat.”

What attracted Wellman to WESMAR? “I spoke to Olympic Yacht Center in Seattle and also the owners of a 45-foot Bayliner, and they helped us make the decision to go with the WESMAR. I couldn't be more complementary of WESMAR; there is more thrust than what I expected. Much more thrust.”



47 Wellman Bayliner

Bow and Stern Thrusters Make Life Happier on Board

Ron Anderson says his WESMAR Thrusters work wonderfully on his 49-foot Bayliner *MY Happy Hours*. “I've had absolutely no problem with them and they perform extremely well.

“Before the thrusters I used my throttle to dock the boat, something I perfected during my many years owning a 45' Bayliner, which did not have thrusters. Now I can't imagine docking without them.”

“I was in Port Townsend this summer and was directed to dock in a very narrow slip, next to an extremely expensive boat. And to make matters worse the winds were strong.” Anderson said that before the thrusters, he would not have even attempted it, but with the WESMAR he slid right in, comfortably.

“I can't do without them now. They work so well, they've made me lazy.”



49 Bayliner *Happy Hours*

Bow and Stern Thruster Averts Anxiety Attacks

Jay Sigafoos tells the story of being blown broadside, nearly damaging three other boats and their own beautiful 50 Navigator. It was a hair raising experience.

“We purchased a WESMAR bow and stern thruster and the difference was amazing. Now I can parallel park! They perform flawlessly and we've had no other close calls—even in heavy winds, currents and in tight spots like the Ballard locks. Having them has made boating what it should be by taking the stress of docking away. I can't imagine life without them. I love the stern thruster as much as I love the bow thruster—they work nicely in tandem. With the thrusters taking the stress out of cruising, we're looking forward to it all the more.”



50 Navigator *Segue*

“I would absolutely not make the trip without them”

Rich Van Gemert and his wife Sue have a passion for cruising and an impressive list of routes and destinations traveled to match. Having lived aboard their sleek 54-foot *MY Lionheart* for five years, the couple have enough experiences to fill a book.

After upgrading to a hydraulic bow thruster in 2000, Captain Rich says it is definitely, “a good thing to have the WESMAR Bow Thruster installed. The bow thruster is a nice amenity that makes maneuvering in close quarters a breeze.” Especially important in critical situations such as docking, the stainless steel thrusters provide proportional control at all times. Captain Rich praises the dependability of the hydraulic thruster, stating that throughout their extensive traveling, “It never failed.”



54 MY Lionheart

“I was shocked at the power put out by WESMAR’s Double Thrust.”

“This boat has so much windage that even five knots of wind used to push me away from the dock,” says John Henrichs, owner/skipper of the 88,000 lb., 60’ Hatteras sportfisher, *Tiger*. Our narrow slip adds to the challenge — there’s only 2 feet of clearance on either side. Backing in was a nightmare. I was even accused of being an inept boat handler.”

Henrichs installed a WESMAR electric “Double Thrust,” counter-rotating bow thruster. “At first I was a little leery that a 10 horsepower thruster motor could provide enough power,” he says. “I was seriously considering a hydraulic thruster, but after seeing a WESMAR Double Thrust in operation, I bought one.”

“I was surprised at the thrust the WESMAR provided. The combination of a 12” tube and the counterrotating dual prop delivers more power —way more—than I could imagine.”



60 Hatteras Tiger

“Without the bow thruster we would have done substantial damage to the boat.”

Ted Williams put his new WESMAR Bow Thruster to the ultimate test traveling 2,007 miles in 23 days from Florida to Michigan through a system of locks from the New York waterway to the ultra-challenging Canadian waterways.

He credits his WESMAR Bow Thruster for taking him through without damaging the boat. It was both a shake-down cruise and a trip home for Williams, who purchased the 1988 Hatteras in Florida, updated it considerably and then headed home to Michigan.

He said the 23-HP WESMAR V2-12 DC bow thruster passed the shakedown test, ‘with honors.’ “Without the bow thruster we would have done substantial damage to the boat. They did a fantastic job.”

Williams believes the thrusters are also a necessity for docking a boat like his. “We are a 100,000 pound boat sitting high at 25 feet off the water, so cross winds can be treacherous without the thrusters.”

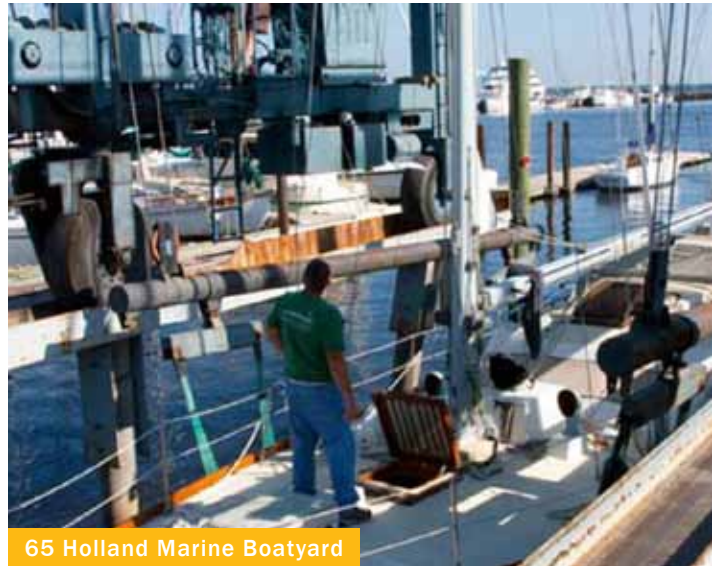


60 Hatteras The Adjustment

“That powerful WESMAR Thruster threw the bow around like nobody’s business”

After 35 years in the marine business servicing and repairing, installing and piloting power and sailing vessels, Tom Holland, Holland Marine Boatyard still gets excited when he sees a great product. When his boatyard installed a WESMAR V2-12 hydraulic, dual prop, counter-rotating, stainless steel bow thruster on a beautiful custom aluminum 65-foot motor yacht he was impressed. “The WESMAR threw the bow around like nobody’s business.

“WESMAR has eliminated the corrosion concern. This particular installation required replacement of a neglected, corroded thruster. The last thing the owner wanted was something that would corrode. The WESMAR housing is extremely impressive. Instead of the typical composite or aluminum thruster, it is all stainless steel, which eliminated the owner’s and our concern about corrosion,” said Holland.



65 Holland Marine Boatyard

Viking Yachts Chose WESMAR

The Healeys, owners of Viking Yachts of New Gretna, New Jersey, have earned and maintained a reputation for building some of the world’s leading luxury performance cruising and sport fishing yachts, with world-class models from 40 to 82 feet.

“If you can meet Viking’s high standards, you know you are providing the best possible product,” says Bob Sentz, VP of WESMAR’s Mechanical Division. Viking has installed WESMAR DPC bow thrusters on their 54, 58 and 60-foot yachts. Recently they installed a WESMAR on their new 65-foot sport fisher.

“We like the WESMAR Bow Thrusters because they are reliable, have a very good reputation within the industry, and we get next to immediate response and resolution to our questions from the manufacturer. Our customers like it because it performs well,” said Lonnie Rutt, Manager of Engineering for Viking.



65 Viking Sportsfisher

WESMAR Bow Thruster Powers Beautiful Nordlund 66

Nordlund has done it again. The Tacoma boat company has built one of the most impressive yachts of the year. *John’s Rendezvous*, an elite 66’ yacht cruiser was designed with award winning quality.

John’s Rendezvous features low-density foam in her stringers and crosslinked PVC foam in her water-tight bulkheads, in addition to the airex coring. The owners requested this light, nimble design because of the heavy current and wind in San Francisco Bay, their home base. To further combat these conditions they also requested that Nordlund install the world’s most effective bow thruster system.

The WESMAR counter-rotating dual prop DPC is a full scale 25-HP bow and stern thruster system and now the owners effortlessly glide across the water, navigating any narrow slip or channel.



66 Nordlund John's Rendezvous

“Give me back my WESMAR Thrusters”

“MY *Imagine* came into Palm Beach late one night and the non-WESMAR Thrusters shut down during a fight with a strong cross wind. The owner wanted a WESMAR, for his beautiful new 70-foot Viking Sport Cruiser. He had WESMARs on his last boat. Treichel Marine, Dania, Florida, installed WESMAR Stainless Steel DC Pro V2-12, 23 HP bow and stern thrusters. They are heavy duty, proportional-control, continuously operating systems with no cut-off switch. Everyone is very satisfied,” said Bob Leatherman of DS Hull, WESMAR’s distributor in Ft. Lauderdale, FL.

“I’ve used the WESMARs in tight docking situations since they were installed,” said Captain Ockert Bosch, “and I am very happy with their performance. We’ve had quite substantial wind on the beam and they moved the boat effortlessly. They are powerful, tough systems, and you feel you would never get blown into the dock.”



70 Viking MY IMAGINE

Severe Winter Weather Doesn’t Slow “The Bow Thruster Cowboy”

A few years ago *Power and Motoryacht Magazine* wrote an article about Gary Sorensen and called him the Bow Thruster Cowboy. Sorensen is a marine installer, who leaves his home in the Carolina Mountains traveling wide distances to install bow thrusters on luxury yachts.

Severe weather conditions don’t slow him down. He’s done installations in the winter in the Great Lakes area to ensure his anxious yacht owners had WESMAR’s 23 horsepower DC Pro installed in time for yachting season.

“The owners of one of the yachts, a 70-foot Azimut, wanted a DC bow thruster with more power for cruising in the Great Lakes. They contacted me after seeing the WESMAR at the Ft. Lauderdale show. They needed a system with the power to move their, high profile yacht, and they knew the WESMAR would do the job.”



70 Azimut

“We were docking on the beam in 20 knot winds.”

They left from Portland, OR and were headed to Lewiston, Idaho on a picturesque twelve day cruise on the Columbia River. Unfortunately, the weather did not cooperate. Near The Dalles, Oregon, wind conditions were so turbulent that solid water was coming over the bow, which sits at least ten feet above the water line.

The crew of the *Eleanor Ann* decided to head back to Portland and spent the night in Hood River, Oregon. “We were docking on the beam in 20 Knots of wind,” says Best. “We were really impressed.” The 10 horsepower WESMAR Thruster had more than enough power for the *Eleanor Ann*.

“When we installed the thruster, we placed the tube low to get under the boat. Now when we turn on the WESMAR Thruster it has so much power it starts to roll the boat!”



72 Viking Eleanor Ann II

“Double Thrust Really Kicks the Bow Out.”

The MV *Bellevue Star* is a 72', twin-screw Hatteras that cruises between Washington and Alaska. To achieve more thrust power, the owner and his chief engineer upgraded to a WESMAR 12" dual prop, counter-rotating (Double Thrust) thruster. The problem with these big motoryachts is there's so much windage," said Jim Ulmer.

"This boat, for example, has only five feet of draft yet it sits 13 feet above the water. With shrinking marinas and harbor masters giving us a tight spot, maneuvering in the wind can be tough. We saw the Wesmar as an opportunity to add more maneuverability, also as a power upgrade to complement our 1280 horsepower twin engines."

"We're real pleased. The WESMAR is a well-built unit. Hydraulic controls and electric clutch are easy to use—just hit the switch and away it goes," said Ulmer.



72 Hatteras *Bellevue Star*

WESMAR, Thruster of Choice for Respected Sport Fishing Yacht Builder

Bayliss Boatworks of North Carolina launched its 73-foot *Shark Byte* in late 2011. Owner John Bayliss said, "It used to be that a 65' boat was huge, but with the amount of horsepower now available plus a top-notch hydraulic bow thruster and efficient hull design, we are finding larger boats are still able to fish and maneuver really well."

Bayliss Operations Manager Jeff James agrees. "With sport fishing boats getting bigger a strong reliable thruster is a must." The top-notch hydraulic bow thruster they describe is a WESMAR Model V2-12, and it is one of many WESMARs Bayliss has installed for maneuvering boats relative to wind, tides and momentum and to ensure easier docking. In certain fishing scenarios, a thruster can be an invaluable tool to keep the boat positioned correctly without using your propulsion, which can add pressure on a fish you're fighting."



73 Bayliss *Shark Byte*

“The Price Was Right”

After knifing through waters teeming with sudden and forceful energy the 76-foot *MY Impetuous* used to sidle up to its port of call. Now with a WESMAR Bow Thruster on call, Captain Craig Rutkae navigates *Impetuous* in a fashion that matches its name. Heaving waves and dockside waiting do not impede the progress of the yacht as it effortlessly maneuvers into place. The thruster is forcefully impulsive as it delivers *Impetuous* to its destination.

"This yacht is nearly as tall as a 125-foot boat and we have a 41/2-foot draft," says Rutkae. Moving efficiently and docking in tough conditions was frustrating. Captain Rutkae was tired of losing power in the middle of a critical boating maneuver. Fortunately, the WESMAR continuous duty thruster is designed to keep running until the battery dies.



76 *MY Impetuous*

The Experts Choose WESMAR

Dick Lazzara knows boats. He and his brother Brad create some of the most beautiful high-tech motor yachts in the world.

For the new Lazzara 80 cockpit motor yacht, Dick and Brad spent three years developing the design and production systems before investing in tooling. Their toil is evidenced by Dick's new yacht, *Half Time*, a striking 80' vessel with a cockpit and enclosed wheelhouse.

One piece of equipment that all Lazzara yachts have is a WESMAR Bow Thruster. Dick Lazzara chose to equip it with a powerful WESMAR DPC 12".

With a WESMAR Bow Thruster Lazzara can place his vessel anywhere he wants it to go—with ease.



80 Lazzara *Half Time*

With WESMAR Thrusters "Response Time is 100% Better"

One of WESMAR's goals is to make the lives of captains everywhere easier and more efficient. As for Captain Ernie Smith, he greatly appreciates the impact the new WESMAR dual prop 16-inch hydraulic thrusters have had on the 108-foot Burger *MY Chanticleer*. "The response time is "100% better than what we had before," said Smith. WESMAR's counter-rotating dual propeller thrusters produce 40 percent more thrust with the same input power.

"With the WESMAR Thrusters there is no overheating and very minimal maintenance. At times we have experienced 15 to 20 knots of crosswind while attempting to dock. Now it is so much easier for docking in small places." WESMAR's more powerful and proportional thrusters allow for the application of only the necessary thrust for efficient, safe, and gentle docking.



108 MY Burger *Chanticleer*

"The WESMAR is definitely a step above the competition."

The *MY Mary Alice II*, 130-foot Westport yacht built originally built for entertainer Johnny Carson has had a name change and an upgrade. Now the Mary Alice II and among her additions a WESMAR stern thruster. Her home port has moved from the West Coast to the East Coast, where she remains a stately head turner.

The new WESMAR stern thruster was installed to make her easy to handle in any slip. The work was done by Marine Solutions of Naples, Florida, and they were very impressed with the WESMAR.

They already had a WESMAR Bow Thruster so they asked for a WESMAR stern thruster.



130 Westport *Mary Alice II*

WESMAR Bow Thrusters for working close to shore and to stay off the rocks

The two 58-ft limit seiners *FV Infinite Grace* and *FV Invincible*, built by Little Hoquiam Shipyard for Tom Stafford and Phil Fogle have WESMAR's tough V2-16 bow thrusters. These all stainless steel, dual prop counter-rotating systems 'perform beautifully' says Howard Moe owner of Little Hoquiam Shipyard.

When they rolled out of the yard and headed for their home ports in Homer and Kodiak, Alaska, they showed design features and equipment that uniquely prepared them for fishing the big tides and iffy weather that is Alaska. The WESMAR Bow Thrusters are used for working close to shore and for staying off the rocks. Little Hoquiam Shipyard has been building superbly crafted custom vessels in the 50-120-foot range for five decades.



58 Little Hoquiam *FV Infinite Grace*

"I could not be happier with the WESMAR"

Necessity is the Mother of Invention for Ray Wadsworth, highly experienced US limit seiner who designs and builds his own. The *FV Liahona*, is his most recent, a 58-foot Alaska limit seiner with a 24-foot beam but only a 36 inch draft.

"She's fat and shallow so we can get to fishing areas that deep draft vessels avoid," says Wadsworth. "I have a WESMAR sonar and a WESMAR stainless steel bow thruster that help me find the fish and maneuver safely in and around boulders and other obstructions in shallow bays and rivers."

"A shallow boat does everything a deep boat does plus it allows you to catch fish in shallow water and facilitates tendering in Bristol Bay where it is often necessary to get to the dock at low tide. I could not be happier with my WESMAR Bow Thruster and sonar."



58 Wadsworth *FV Liahona*

Powerful WESMAR Thrusters in Continuous Use on Turkish Research Vessel

Maneuvering and steering a research vessel in the Bosphorus Straits, the Sea of Marmara, along the west coast of Turkey and in the south Mediterranean Sea between Turkey and Cyprus calls for a powerful, quick-to-respond bow thruster. That is what brought Derinsu Underwater Engineering Company of Turkey to WESMAR dealer Ezberci Marine of Tuzla, Istanbul.

Ezberci knew the powerful and rugged, all stainless steel design of the dual prop, counter-rotating WESMAR Bow Thruster would give the company's 60-foot research boat the best control available during its critical deep water research. Boat management reports the WESMAR on board the *RV Beluga* is 'doing its job.' Mr. Kemal Ozyurt ocean/underwater engineer for the company, says "the WESMAR Thruster has exceeded my expectations."



60 *RV Beluga*

WESMAR Bow Thrusters on US Navy Search and Rescue Vessel

The all stainless steel, WESMAR V2-12 hydraulically driven dual prop counter-rotating bow thruster system on board a 17-meter (60-ft) Search and Rescue (SAR) vessel built for the U.S. Navy Office of Foreign Military by Willard Marine provides an enormous amount of capability to maneuver in close quarters and hold steady to position during critical Search and Rescue missions.

The Willard built SAR vessel is a modern patrol boat complete with berthing, kitchenette, head and shower area, and a full fire system with generator, fire pump and fire monitor stations.

The propulsion system includes twin Cummins QSC 8.3 600 HP diesel engines coupled to Hamilton 322 water jets, and a WESMAR Bow Thruster.



60 Willard Marine SAR

“When the fireboat projects came along, we knew WESMAR would be the best.”

“The thrusters we’ve installed have never had a service call, or warranty issue, and we still keep in touch regularly with previous clients. All have great satisfaction with the WESMAR products,” said Graham Oakley, VP New Construction for AFT.

The 65-foot *City of Portland* has a 40 HP WESMAR V2-12 hydraulic stainless steel counter-rotating dual prop bow thruster system and it was followed by the 79-foot *American United*, which has a 75 HP electric stainless steel V2-18 dual prop counter-rotating system.

“The WESMAR thrusters have performed flawlessly and give the crews a strong sense of confidence when navigating and maneuvering in the tight confines of their respective harbors,” said Oakley.



65 Fireboat *City of Portland*

WESMAR Thruster on New Georgia Ferry

A WESMAR bow thruster and WESMAR hydraulics system are on board the 67-foot T-Class passenger ferry, designed by the Jacksonville Naval Architectural firm of DeJong and Lebet and built by Custom Steel Boats, Inc. of Merritt, Georgia.

The new ferry carries up to 150 passengers and the WESMAR is used for docking and positioning. The all stainless steel WESMAR Model V2-18-inch dual prop, counter-rotating bow thruster is powered by WESMAR hydraulics and were the choice of naval architect, Andy Lebet. “We’ve specified 20 to 30 WESMAR’s mostly because that is what the boat yards are asking for, and we are absolutely satisfied with them. The dual prop design with added thrust from counter rotation fits into a smaller tube without compromising the thrust and we like that for the vessels we design.”



67 Custom Steel Boats *Mary Musgrove*

WESMAR Bow Thruster at Work on USS Arizona Memorial Ferry

When Modutech Marine, Inc., Tacoma, WA, received the contract from the U.S. Navy to build five 78-foot excursion vessels to carry visitors to and from the historic USS Arizona Memorial at Pearl Harbor they specified WESMAR's robust hydraulic V2-12 Bow Thrusters.

"The specifications called for equipment that would allow the sailors to pull the boat up alongside the memorial and the visitor center even when fighting a side wind," said Brian Swindahl, CEO of Modutech Marine. "We chose WESMAR systems, because we knew they could do the job. We install a lot of their bow and stern thrusters and have for many years and have had excellent success with them. We also chose WESMAR hydraulics, because the Navy contract called for hydraulics to run the bilge pump and the fire hose off the system as well as the bow thruster."



78 USS Arizona Memorial Ferry

WESMAR Thrusters Help Keep Waters of San Francisco Bay Safe

The M/V John A. B. Dillard Jr., equipped with two 1,450 HP engines, is capable of traveling at 32 mph, almost three times faster than the other vessels in the fleet, but its special maneuverability comes from two WESMAR dual propeller bow thrusters, which allow it to maneuver in turbulent weather, in close quarters, and hold to position for quicker, safer recovery operations.

The Dillard, owned by the US Army Corps of Engineers, is a multi command catamaran and the first vessel built specifically for the Corps' San Francisco Division. Instead of having to tow debris for disposal like the older boats of the fleet, the new boat can pick it up with a pedestal mounted, knuckle-boom grapple crane, drop it on the deck and quickly carry it to shore for disposal. Key to the process are the WESMAR V2-12E (electric) bow thrusters.



87 MV JOHN A.B. Dillard Jr

US Fish and Wildlife Chose Great Lakes Shipyard and a Powerful WESMAR Bow Thruster to Enhance Fish Assessments Mission

Work boats and the shipyards that build and maintain them have for years selected the powerful and rugged, all stainless steel, dual prop counter-rotating bow thrusters, designed and built by WESMAR, the leading US marine electronics company.

The 95-foot Research Vessel SPENCER F. BAIRD, in service since 2006, is no exception. The US Fish and Wildlife Service selected a WESMAR V2-34 hydraulic bow thruster during a recent overhaul.

The SPENCER F. BAIRD is a research vessel on an important mission: to stock fish and conduct population assessments on Lakes Huron and Michigan. The work is part of a four-decade effort by the US Fish and Wildlife Service to restore depleted lake trout populations in the US Great Lakes.



95 Research Vessel Spencer F. Baird

Alaskan Explorer Prefers WESMAR Bow Thrusters

A Kenai Fjords Tour is a popular way to experience the natural beauty of Alaska. Part of the Kenai fleet is the *Alaskan Explorer*, a 95' x 23' vessel built by Westport Shipbuilding at the company's sprawling 90,000 square-foot facility in Westport, Washington.

To navigate the miles of rugged coastline, past and around massive glaciers, view whales, sea otters, and sea lions, the Explorer required a powerful, efficient, bow thruster. In the mind of Eric Olson, Kenai's Marine Operations Manager, there was only one choice when shopping for a thruster, the 12" WESMAR 25 hp bow thruster. The product has a tremendous reputation. Westport has used WESMAR Thrusters for years," Olson says. "It's a great product, I would recommend it to anyone."



95 Westport Alaskan Explorer

Another Passenger Ferry with a WESMAR Commercial Thruster On Board

Blount Boats of Warren, Rhode Island, put the final touches on the 399-passenger ferry Wabanaki before delivering her to Casco Bay Lines of Portland Maine in January. The new ferry joined a fleet of ferries that depart from the terminal on Portland's waterfront, providing year-round transport to nearby island residents and tourists.

On the delivery crew was Bob Pelletier, Vice President of Blount Boats and a long-time WESMAR customer. Also on board the 105-foot passenger ferry is a WESMAR 50 HP AC dual prop all stainless steel Bow Thruster, popular with ferries around the world. Pelletier says: "The WESMAR bow thruster works great, perfect. I was impressed a 50 HP bow thruster could move a 220-ton boat with such ease."



105 Wabanaki

"WESMAR's dual-prop bow thruster works like a champ."

Buccaneer Marine LTD, of Ventura, California provides utility and recovery vessels to industry and research organizations. The 110' boat, Jolly Roger, is on contract to a geophysical company in Alaska, laying cable on the ocean floor for bottom mapping—a complex, high-tech, high-pressure job requiring the Jolly Roger to hold a very tight predetermined position in the notorious tides of Cook Inlet in non-stop currents of 4-6 knots," says Buccaneer President, Jim Johnston.

"Another yard recommended WESMAR's DPC-75, 20" hydraulic thruster. so I fired them off a check and I had the thruster in 5 days. It works like a champ. Once installed I tested it in the harbor. I spun the boat around with very little effort, we're talking 260-270 tons. I could have spun that whole boat 360 degrees in 3 minutes - this thruster has some beans to it! My captain is very, very happy with the WESMAR."



110 Buccaneer Jolly Roger

Another Ferry Chooses WESMAR

The 387-ton, 125-foot Ro-Ro Passenger Ferry, owned by Norcon Marine Services, Clarenville, Newfoundland, had a contract to provide support to the provincial ferry fleet for service to Bell Island.

The need for rugged commercial bow thrusters became quickly apparent due to the rough weather in Eastern Canada and it wasn't long before the owner of the *MV Norcon Galatea* contacted WESMAR.

WESMAR suggested their Model V2-26 to provide the HP range of 150 to 225 to augment the twin propellers and a single rudder on centerline that was in use.

"We are both pleased and proud to offer support to the provincial ferry fleet," said Glenn Burry, President Norcon Marine Services.



125 Ferry Ro Ro Norcon Galatea

New Fire Boats for New York City Memorialize 343 Heroes

Fireboat *Three Forty Three* and her sister ship *Firefighter II*, were built by Eastern Shipbuilding of Panama City, FL. They are among the most technologically rich fireboats in the world. At 137-feet and 500-tons each, they are also the nation's largest fireboats; and with a maximum speed of 18 knots they are fast responding.

The *Three Forty Three* is assigned to Marine 1, on the Hudson River in Manhattan. Firefighter II, is assigned to Marine 9 on Staten Island. Both are fitted with rugged, heavy-duty counter rotating WESMAR Stainless Steel Bow Thruster systems, which among other things, allow the fast response fireboats to hold snug up against the larger ferries to safely transfer and evacuate people in an emergency.



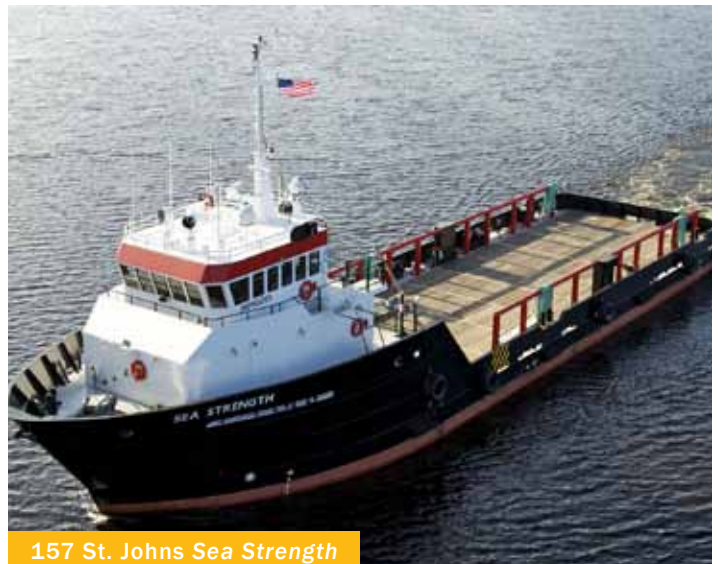
137 Fireboat Three Forty Three

OSV Sea Strength... her name says it all

The *Sea Strength* is one of many offshore service vessels built by St. Johns Ship Building, Palatka, FL. When they ordered a WESMAR Model V2-34, 340 HP all stainless steel counter-rotating bow thruster for the 157-foot *Sea Strength*, it was no surprise.

The powerful WESMAR Thrusters have become part of the maneuvering equipment for offshore vessels, which traditionally deliver to shallow water ports, work in heavy current, and often in ports without bulkheads.

"WESMAR's dual prop, counter-rotating propeller design with up to 40% more thrust, provides the necessary power in a 36-inch tunnel for which other thrusters would require a much larger tube. So we are able to fit the system in less space and still provide the power they need," said WESMAR Vice President Bob Sentz.



157 St. Johns Sea Strength

Double Dredge Clammers use WESMAR Thruster to Maneuver Around Beds

If clams are involved chances are Eastern Shore Seafood Products of Mappsville, VA supplied them through its company Sea Watch International. The company operates 34 vessels and harvests the largest offshore clam allocation in the U.S. Three of their vessels were built by Duckworth Steel Boats, Tarpon Springs, FL including the *E.S.S. Endeavor* a 165-foot long, 500 ton, red and blue commercial clam boat.

Among the electronics equipment on the *E.S.S. Endeavor* is a WESMAR 20-in dual prop counter-rotating 150 HP bow thruster the leader in their field. The powerful WESMAR Thruster is used to maneuver the boats while working. This is the third of the company's boats to use a WESMAR.



165 Duckworth E.S.S. Endeavor

Luxurious 175-Foot Explorer Yacht Adds WESMAR Stern Thruster

The 175-foot-long luxury mega excursion yacht *Itasca* was in Seattle recently for her bi-annual maintenance. She slid into Seattle's Foss Shipyard dry dock using her WESMAR Bow Thruster and when she left she had the added power of a new WESMAR Stern Thruster.

The *Itasca* is a globe traveling stately lady once owned by a high ranking US Cabinet officer, and at times has been a floating hotel for an impressive list of visitors.

We reached *Itasca's* Captain Dale Winlow, to ask how he liked the WESMAR stern thruster. He said the *Itasca* had a WESMAR Bow Thruster, which was installed about 12 years ago. "It was onboard 9 years ago and it has always worked well. We added the WESMAR Stern Thruster this year to add to our maneuverability. It's a good unit and the team from WESMAR has been nice to work with."

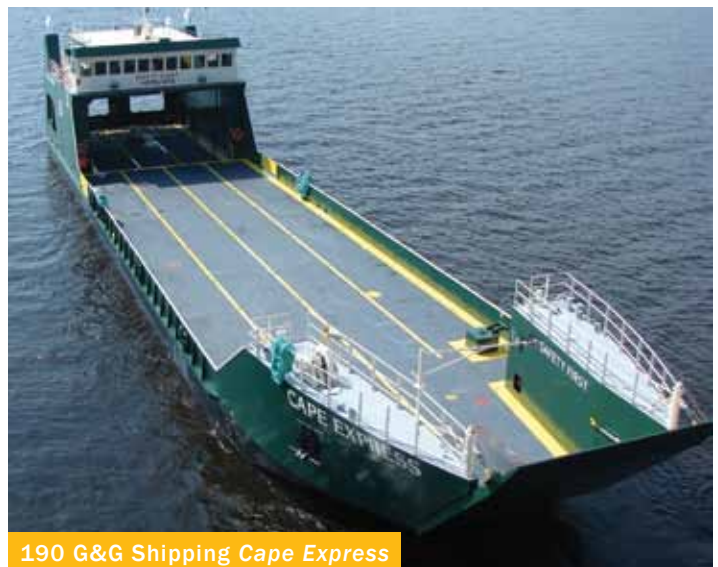


175 Excursion Yacht Itasca

Part of an Important Caribbean Delivery Team

WESMAR has been serving the commercial transport and oil supply industry for many years with sturdy bow and stern thrusters. Ft. Lauderdale based G&G's Shipping's *Cape Express*, a stately five-story, 190-foot-long cargo vessel is among them. She is the fifth in the C&G Shipping fleet to have a powerful WESMAR Bow Thruster, a model V2-24 dual prop counter-rotating, stainless steel, direct drive thruster that operates from an engine drive system.

"The *Cape Express* travels throughout the Caribbean delivering to shallow water ports, working in heavy current, often in ports without bulkheads. We require a rugged bow thruster to push this shallow draft vessel, full of cargo, and to hold its position. The powerful WESMAR Thrusters are performing very well for us," says Steve Ganoe, owner of both G&G Shipping and St. Johns Shipbuilding.



190 G&G Shipping Cape Express

Passenger and Car Ferries Rely on WESMAR Thrusters

Mr. Pelletier's comments about the *Wabanaki* are typical of the many endorsements of WESMAR thrusters on board passenger and car Ferries from around the world. WESMAR thrusters are used for maneuvering in crowded waters and for more timely off and on-loading during tight schedules.

Among them are two passenger/car Ferries, *Isla Bonito* with a power package that includes a WESMAR V2 -34 inch bow thruster at 250 HP and WESMAR's central hydraulics package, and the 160-foot *Cayo Blanco* a 600-passenger ferry with a WESMAR V2-24 200 HP system and WESMAR central hydraulics package.



BC Ferry *Tachek*

These two modern ferries were built for Puerto Rico by Conrad Industries in Louisiana, and the WESMAR Bow Thrusters were supplied by WESMAR Dealer Donovan Marine of Harahan, Louisiana, a boat yard that designs, builds and overhauls all kinds of work boats.

The passenger ferry *Cayo Blanco*, runs from Fajardo to Vieques and Culebra in Puerto Rico. WESMAR thrusters aboard these ferries allow not only for enhanced maneuvering, they aid in the safe on and off loading of passengers and enhance efficiencies by keeping on schedule during high windage.

A WESMAR V2-24, 150 HP AC system is part of a project upgrade for the T-Class Passenger Ferry MV *Tachek* that currently operates for the Canadian ferry company, BC Ferries. The upgrade to *Tachek*, built in 1969, is estimated to extend its operating life by 14 years plus save over \$100,000 in fuel each year.



Catamaran Ferry *Queenscliff*



Passenger Ferry *Cayo Blanco*

The 187-foot MV *Queenscliff*, is a double ended roll-on/roll-off ferry that operates between the Australian towns of Queenscliff and Sorrento. Two WESMAR V2-28 185 HP Stainless Steel Counter Rotating Dual Prop Bow Thrusters are on board this vessel, which carries approximately 80 vehicles and 700 passengers.

Additional ferry installation include two other 41 meter ROPAX catamaran ferries, being built in South Vietnam, by Strategic Marine. which will have four V2-20 100 HP thrusters with hydraulics packages.

The 67 foot T-Class passenger ferry *Mary Musgrove* in Savannah Georgia carries up to 150 passengers. On board to aid in docking and positioning is a powerful, all stainless steel WESMAR V2-18 dual prop, counter rotating bow thruster and custom hydraulics. The Ferry built by Custom Steel Boats of Merrit, Georgia was designed by Jacksonville Naval architectural firm DeJong and Lebet.



Passenger Ferry *Mary Musgrove*



Passenger/Car Ferry *Isla Bonito*

Sightseeing or dining WESMAR has your comfort!

Among the dozens of excursion and dinner cruise vessels around the world that use WESMAR's commercial bow thrusters are these three highly popular ones. *The Circle Line Manhattan*, New York; *Endless Dreams*, Newport Beach, California; and *California Spirit*, San Diego, California. Each is a US Coast Guard subchapter K class, and each offers its own unique capability and sophistication. These three were designed by the Naval Architectural Firm of DeJong and Lebet, Inc., Jacksonville, Florida.

Providing the best view of the world's most famous skyline, is the *Circle Line Manhattan*, a 165-foot sightseeing vessel with a WESMAR V2-24 150 HP electric bow thruster. Certified under subchapter K for 600 passengers plus 100 crew, she takes sightseers on 2-and 3-hour tours daily. The WESMAR thruster adds efficiency and safety when loading and off loading. Passengers circumnavigate Manhattan Island viewing 3 rivers, 7 major bridges, 5 boroughs, over 25 world renowned landmarks and, of course, a magnificent close-up of the Statue of Liberty.



California Spirit

California Spirit exemplifies the beauty and fun of one of the nation's most enchanting harbors. The 160-foot-long Dinner Cruise Vessels plies San Diego Harbor hosting special events such as weddings, family reunions, corporate cruises, and dinners. Her seating capacity is 220 on the main deck and 100 on the second deck with an unobstructed 360-degree view from every level. She is operated by the San Diego Harbor and while the lines and outward appearance are that of a large private megayacht, the interior includes two large dining rooms capable of seating 450 passengers. Food service is provided by the spacious 900 sq. foot galley. She is equipped with a WESMAR V2-24 150 HP electrically driven bow thruster.

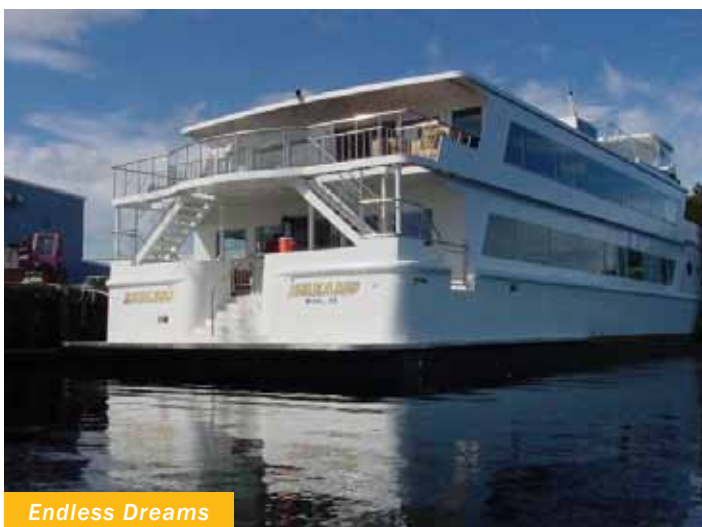


Circle Line Manhattan



Endless Dreams

Endless Dreams is a 140-foot dinner Cruise Yacht, operating on the US West Coast. She is a combination of spacious elegance and graceful lines. The three-deck vessel features a large full length dining room, a ballroom for weddings, dancing, cocktails or dining, and a third deck which is an open passenger deck with pilot house forward. For seated meals she accommodates 350 guests; buffet meals and cocktails, 450 guests. She operates out of Newport California and her 100-HP WESMAR electric dual prop bow thruster ensures comfortable and efficient docking and on and off-loading.



Endless Dreams

APU



WESMAR's unique APU 'Get Home' Auxiliary Propulsion System's unique auxiliary drive system uses hydraulic power from the ship's generator to drive the propeller shaft, should an engine failure occur.

The WESMAR APU got us home safely TWICE, once in 25-40 Knot Winds

Captain Brian Calvert on a round-the-world cruise on his beautiful 2005 Selene 48 Ocean Trawler *Furthur*, has a WESMAR stabilizer and a WESMAR APU on board. He had two occasions to use the APU and the second time it likely saved him and his crew. Reporting on the first incident:

"I did finally get a chance to use the WESMAR APU get home system when an impellor on the engine failed. The APU performed flawlessly. I ran it for two hours and maintained 4 knots. It is always a reassurance to know I have it if I need it."

I am a stickler for safety, no compromise. With over 40 crew and guests in the last three years and 25,000 miles, I am proud to say there have been no injuries.

Reporting on the second incident, Calvert said the WESMAR APU saved him and his boat from a potential disaster: Returning home from the far end of Borneo we met with heavy winds (25-40 knots). My engine stopped leaving us with swells hitting so hard we were being swept back onto a rocky point.

"I woke my crew to watch the helm as I got the WESMAR APU auxiliary drive running. The APU got us away from the rocks and held us into the seas. The engine would come back on intermittently and we would switch back to engine mode but the cycle got shorter and shorter. We made the long hard 16-hour trip back to the marina. "This was clearly the worst day at sea I have had in this four year adventure." MY *Furthur* rode out the high winds and seas with no effort, thanks to WESMAR stabilizers and the WESMAR APU get-home system.



'Get Home System' Sea Trials At an Impressive 4.5 Knots

The peace of mind offered by a 'Get Home' system has been well documented. WESMAR's new APU Auxiliary Propulsion System,* popularly referred to as a 'get home' system uses hydraulic power from the vessel's generator to drive the propeller shaft, to get you home.

A story reached us recently from our Technical Team Specialist in China, David Yen, who reported an amazing 4.5 knot speed during sea trials of the WESMAR APU, Central Hydraulics and Roll Fin Stabilizers on a 60 foot Trawlers series *Queenship* Yacht.

WESMAR's APU can be operated right from the bridge by simply turning the key and using the proportional joystick for forward and aft propulsion. Once the system is engaged with the key lock at the helm you are immediately in control and underway. No need to visit the engine room at all.



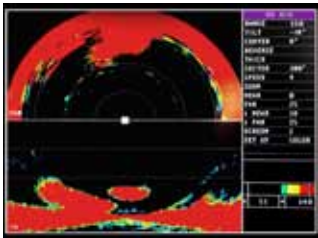
SONAR



COMMERCIAL FISHING CUSTOMER REPORTS

* 40-60 foot Boats	
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* 60-80 foot Boats	
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WESMAR's full line of Searchlight sonar and Trawl sonar are operating around the world on board commercial, sport, pleasure boats and government vessels. They are used for fish finding, navigation and security. Wesmar's searchlight sonars provide a 360 degrees underwater picture giving detailed information of what is beneath and around the vessel. WESMAR's high-tech proprietary electronic stabilization provides finite alignment of the sonar array in rough sea conditions and stops the sonar sound beam from encountering the surface or seabed when the sonar is scanning at long ranges ahead of the vessel.



HD860 Monitor Screen



Top: TCS785-300 and TCS785-180
Bottom: TCS385-500, TCS385-300, and TCS385-180



8-inch Stabilized Soundome



10-inch Stabilized Soundome

Electronically Stabilized Sonar Wins Praise From West Coast Albacore Boat Owner

“The greatest advantage of WESMAR’s HD860-160 sonar is its electronically stabilized soundome,” says George Dueber, owner of Deuber Pacific Fisheries LLC out of Westport, Washington. His company installed the sonar on one of their Albacore vessels last year and he says it has helped fishing and increased his boat’s productivity.

“The electronically stabilized soundome removes the effect of boat motion on the sonar beam, so you don’t lose sight of the water column due to cavitation or bubbles.”

Dueber, had the WESMAR HD860-160 sonar with 8” soundome installed on his 52-foot fiberglass Sea Master the *FV Raven Dancer*. “It definitely gives me an edge. I’m able to see the fish more of the time; I don’t lose sight of the water column when the weather gets rough. I’m happy with the sonar and I would not want to take a trip without it.



52 Sea Master FV *Raven Dancer*

‘Sitka Roe Herring highliner credits WESMAR for great fishing’

There very short openings in Sitkafor Alaska Roe Herring. With so many seiners crowded in the bay it takes careful work, fast reaction, and the best equipment to compete. Most of the boats have sonar, so the playing field is even. Or is it?

One of the highliners had two WESMAR sonars. He credits them with his success. “I used both sonar at the same time one for searching and the other for setting in really shallow water,” said Captain Steve Suydam. The 58-foot whaleback *Crimson Beauty*, a fiberglass Purse Seiner, is owned by Steve and Linda Suydam, of Kodiak and is well equipped with electronics.

“Every year I fire up the sonar and it just works as well as when I turned it off.”



58 *Crimson Beauty*

Seeing More with a WESMAR Trawl Sonar

The 85-ft FV *Blue Fox* is David Jincks’ third fishing vessel, and he outfitted with the WESMAR Trawl Sonar. The *Blue Fox* recently completed the whiting fishery using the new system. “I was not on board,” said Jincks, but I see the catch reports and every time they made a set, they had a full haul. With the WESMAR you know what you’re doing, and with the price of fuel that is important.”

“It’s very popular with my crew. They love it. And they are very happy about its light weight. It is perhaps the lightest weight unit on the market. The WESMAR is 10.6 pounds on the net and 26 pounds dry, making it easy to handle by one person.”

When asked about WESMAR’s Eggs he said: “They are tremendous. The skipper said he threw them in the water and they worked from the start.”



85 FV *Blue Fox*

“My WESMAR Trawl Systems save time, money, and fuel”

Captain Steve Mallinson, skipper of the 88-ft-long Trawler, *Bay Islander*, heads back and forth between the Oregon Coast and Kodiak, fishing for Hake near Newport, Oregon, and Cod, Sole and Pollock out of Kodiak, Alaska.

Captain Mallinson bottom and mid-water trawls using the WESMAR Trawl Sonar Systems and says they have made his job easier and fishing much more efficient. He says he “can identify what and how changes are made to the net so he is not fishing blind, and says he can even identify specie based on characteristics of the schools. We do not want to under-fill or over-fill the nets.” In recent photos he sent he showed how he was able to set more wire to catch fish trying to dive under the footrope. He knows if he catches the net on something, and he knows if the net is not flying straight.



Russian Catcher/Processor says WESMAR Trawl Increased Daily Catch by 70%

The installation of the WESMAR Trawl system on board the 105-meter catcher/processor *Vladivostok* increased the vessel's daily catch by 70% while reducing trawling time, resulting in significant fuel savings. It is easy to understand why the owners of this vessel outfitted their entire fleet of 6 large fishing vessels, with WESMAR Trawl Systems.

Navigator of the vessel, Victor Lukyanov believes the success of any fishing operation depends on the trawl equipment because it determines the extent of information available about the trawling operation. “With the WESMAR, we have the full and clear picture of vertical and horizontal opening of the net, position of the doors and distance between them, fish entering the net, depth of trawl, and more.



‘WESMAR Cruise Ship Sonar Working Flawlessly...’

“The WESMAR worked flawlessly when navigating the channels into the harbor and the picture on the sonar screen looked good,” said Captain Jorg Walczak VP Special Projects for International Shipping Partners. He was speaking of the WESMAR Navigation and Security sonar on board the 407-foot cruise ship *MV Ocean Diamond*.

Ocean Diamond will utilize the sonar, which provides the ability to scan a full 360 degrees around the vessel as well as profile the bottom underneath the ship, as it travels Baltic and Arctic waters. The system provides the ability to navigate safely into harbors and detect potential hazards while cruising, because reefs, rocks, icebergs and other possible risks such as lost shipping containers can be identified and avoided.





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