

Stabilizer Customer Report

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

The Northwest corner of the United States has some of the most strikingly beautiful cruising waters of the world. The Strait of Juan de Fuca, named for a famous Spanish Explorer who preceded Captain Cook by years, separates the mainland U.S. Olympic Peninsula from Vancouver Island and the picturesque city of Victoria. The 'straits' are a crossing adventure that everyone should experience, a cruise through the spectacular San Juan Island archipelago at the east end of the 'straits' is also a dramatic experience you should not miss.

Captain Jack Harmon, owner of the Victoria Express passenger ferry service (www.victoriaexpress.com) does both trips on his vessels Victoria Express and Victoria Express II. Captain Harmon has put together a unique lifetime experience for his passengers in a one-hour crossing from Port Angeles (US) to Victoria (B.C.) covering waters rolling in from thousands of miles of open Pacific Ocean with whales, Orcas, sea lions, birds and other sea life in a natural setting beyond belief.

With WESMAR stabilizers, the passengers ride in incredible comfort with a stable ride, and also with a minimum amount of fuel consumed.

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 a recent interview. "They are awesome."

"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.

His company did most of the installation themselves and Harmon said WESMAR worked closely with them to accomplish their goal. "We value WESMAR very much as a supplier. They worked with us through some technically challenging times, and we appreciated that. WESMAR's support team has been phenomenal."

Harmon said one reason they chose the WESMAR is availability of spare parts and the easy access to the company, although they have had virtually no need for spare parts for either the WESMAR thrusters or stabilizers in the 9 years of operation.

A spare breakaway fin was purchased with the initial order as floating logs are common in their cruising area; however the spare fin is still in the warehouse.

Harmon says he found the WESMAR brand to be very cost competitive, with maintenance



The WESMAR thrusters and stabilizers on the Victoria Express improve vessel handling, save fuel and minimize roll. "We love them," says owner Jack Harmon.

spare parts costs negligible.

The ferry service is the brainchild of Jack Harmon, owner, and himself a large boat captain. He directs a crew of licensed professionals who operate the Victoria Express and the Victoria Express II from May 24 to September 21.

These two beautiful boats are constructed of aluminum, propelled by turbo-charged, eco-friendly HE (High Efficiency) class diesel engines, enabling them to travel at a cruising speed of approximately 20 knots. The Victoria Express is a 105-foot vessel with three engines, and the Victoria Express II is a 120-foot vessel with four engines. Each has state-of-the-art equipment and electronics that meet or exceed international SOLAS (Safety of Life at Sea) requirements, IMO (International Maritime Organization) and EPA (Environmental Protection Agency) emission standards.

