

“The WESMAR Vortex has simplified my life.”

A nerve wracking incident last year at a U.S. Customs dock in the San Juans convinced Seattle boater Branch Hendrix it was time to install a bow thruster. Battling heavy winds and tight docking space, he narrowly escaped ramming another boat.

“I researched it for a year. I heard good things about the WESMAR thruster and ordered the new Vortex. It has been a tremendous help. We returned recently from Roche Harbor and pulled into our slip in Elliott Bay with nasty 40 mph winds. With the WESMAR Vortex, I had no problem--or anxiety--about docking. It performs well. The power has been more than ample since it only takes about 3 seconds of engagement to get the bow moving sideways,” said Hendrix.

Hendrix owns a 55 Sea Ray Sedan on which he and his family cruise the U.S. and Canadian San Juans. He’s an experienced captain who grew up around small fishing boats in the Great Lakes. His family owned cruisers his whole life, and Branch has owned his own boats for 8 years. For most of those years he operated without a bow thruster feeling capable of handling most situations.

“We have two small kids who can be a big distraction when boating, so docking is frequently a one-person job. Installation of the WESMAR



Vortex has simplified my life and eliminated my anxiety about maneuvering around tight quarters in crowded harbors and bays while fighting heavy cross winds.

Paul Waits of Puget Sound Yachts in Seattle handled the bow thruster installation on Hendrix’s M/Y Too Many Options. “Installing the WESMAR Vortex was easy. During trials the thrusters responded quickly and really snapped the bow immediately.”

The WESMAR Vortex is the first completely new bow thruster design from WESMAR since they introduced the elliptically shaped, 200 hp hydrodynamic Model DPC200 two years ago.

“With the Vortex we have streamlined the housing to allow the freer

flow of water, eliminating any resistance. It’s quieter, installs easier, and is more flexible,” says Bob Sentz, Managing Director of WESMAR’s Mechanical Division.

The body of the new vortex thruster is more compact (end-to-end) than the original DPC series and the end caps are a stainless steel elliptically shaped bearing and seal carriers that promote a water resistant cone style design.

Besides the added power, rugged design, and reduced noise, a popular advantage of the new design is the ability to change from a single propeller thruster to a dual propeller system without removing the thruster from the tunnel.

